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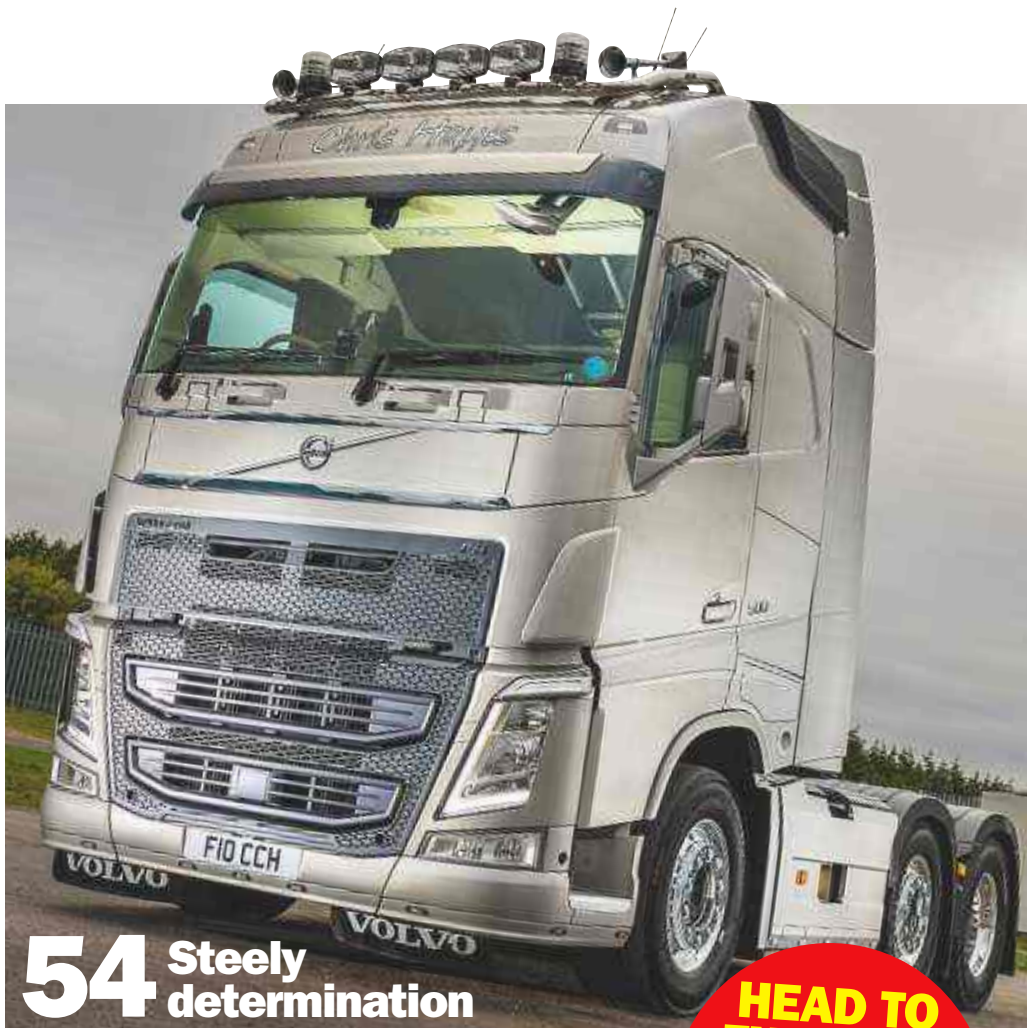
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Welcome to TRUCKING

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Just as we were going to press, we received news that Xavier Bertrand, president of the regional French government responsible for the port of Calais, had chaired a meeting of French and British officials, cross-Channel operators and hauliers to begin thrashing out a plan to deal with the spiralling migrant problem. Also present was RHA chief Richard Burnett, who said that after months of frustration, the meeting finally marked a step in the right direction towards reaching a solution.

He also highlighted the fact that increasing numbers of customers were asking hauliers to avoid Calais, instead requiring them to take longer and more expensive routes so they can bypass the troubled region. For the latest, turn to International News on page 14.

Our cover star this issue is owner-driver Chris Hayes' stunning new Volvo FH500. Chris' story is one of ups and downs and highlights the struggles inherent in starting your own business and going it alone. But despite a number of setbacks, he's weathered the storm and is now riding high with a steel-hauling contract and a superb new tractor unit. Read the full story, starting page 54.

On Trial this month is DAF's ageing 105XF workhorse, which goes up against Merc's new Euro 6 Actros on a particularly gruelling on- and off-road operation for Bri-Chez. The operator puts its trucks through the mill on scrap-hauling work, but both vehicles have proven more than up to the task. Which is best? Find out, starting page 40.

Also in store this issue is our in-depth aftercare shootout (page 24), an eye-opening on-the-road comparison between Volvo's FL10 and latest FM500 in Driven (page 32), the second part of Ed Burrows' unmissable British heavyweights special (page 78), and plenty more.

I hope you enjoy it!

Andy Stewart

Andy Stewart, editor



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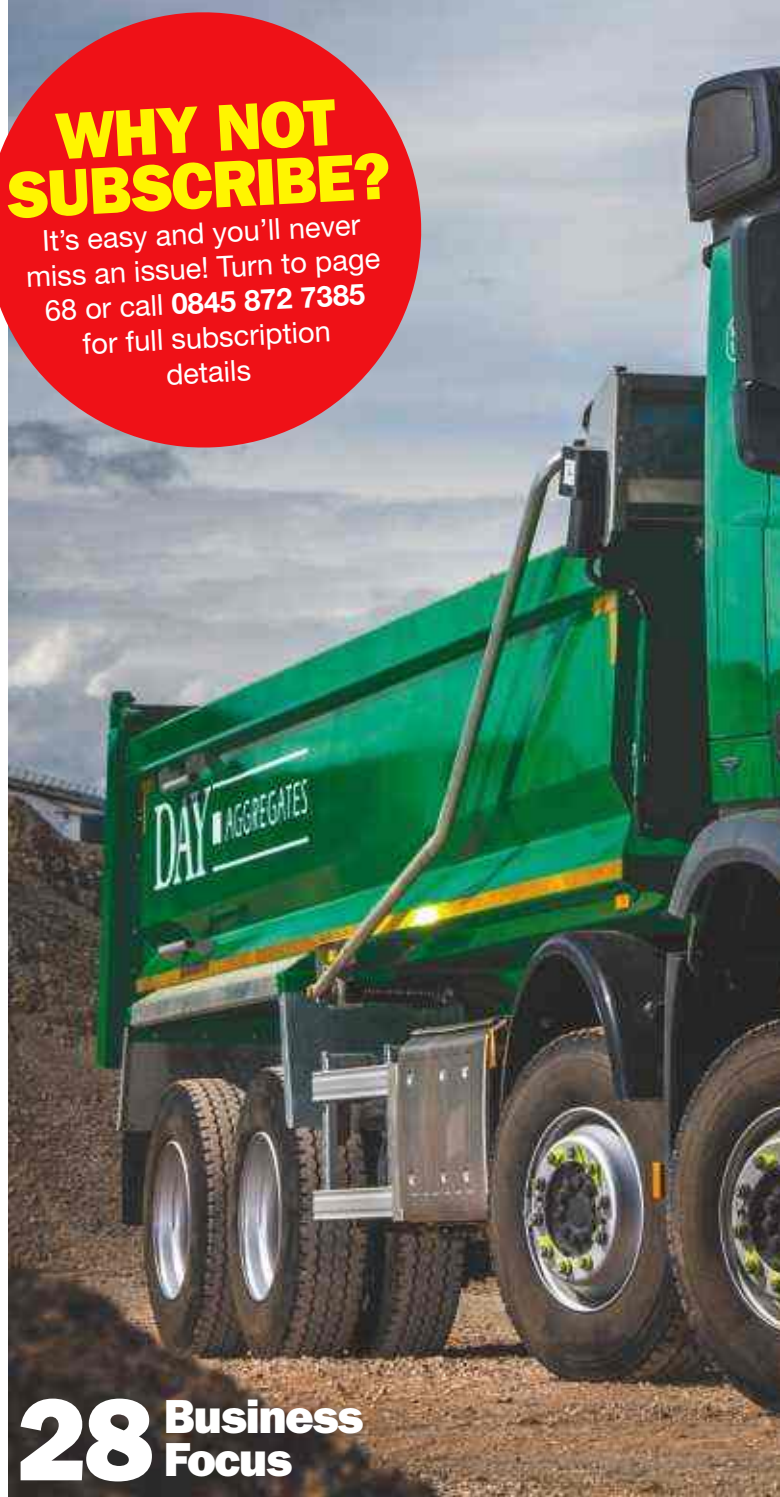
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NEWS IN BRIEF



DHL's cold concept

Temp controlled trailer maker Thermo King has partnered with DHL to launch a new Double Decker High-Loader concept airline catering vehicle. Thermo King worked with airport ground support equipment manufacturer Mallaghan, which built the body for the DHL concept vehicle. Thermo King's UT-1200 unit provides the temperature controlled duties inside the new catering truck, which is mounted on a Scania chassis. It has also been designed to operate within the London Low Emission Zone (LEZ) and meets safety and environmental standards set by TfL. "The unique element of our vehicle's design is that when in transit, it is under the 4 m height restriction within the airport," said Martin Bryce, engineering manager UK and Ireland at DHL. "However, once engaged with the aircraft, the vehicle's roof can be raised and the internal lifting deck can be operated. This enables the truck to achieve 80 per cent more payload potential, which should operationally reduce the total number of vehicles necessary, further improving efficiency for DHL and the airport."



Johnson has asked TfL to present options for inner-city freight restrictions

MAYOR PUSHES FORWARDS WITH FREIGHT BAN PLANS

Mayor of London Boris Johnson has asked Transport for London (TfL) to look at options for restricting truck activity in the capital among a raft of measures aimed at ensuring the city's roads can cope with forecast population growth to 2030.

The mayor's statement in February said he had asked TfL to look at "a range of options for banning or charging certain freight vehicle types at certain times of day. It will also consider what further incentives could be put in place to support more efficient use by freight of road space, such as consolidation centres".

The idea was met with caution by The Freight Transport Association (FTA), which said any move to ban freight vehicles from London or charge for

certain types would make the capital a more expensive place to do business and have a negative effect on safety, congestion and emissions.

"Cities rely on freight to keep functioning every day – every business and every resident depends on it," said FTA's head of national & regional policy, Christopher Snelling. "Anything that adds to the cost of freight adds to the cost of doing business and living in London."

Snelling argued banning vehicles would be counterproductive, as it would have negative consequences for safety, congestion and emissions if operators are forced to use smaller vehicles. "Stopping them using the morning peak would make it much harder to run businesses that rely on having their goods delivered at the start of the working day," he added.

In his statement, Boris Johnson also asked TfL to investigate the introduction of strategic road tunnels to move significant volumes of cross-city traffic underground. According to TfL, two cross-city tunnels could reduce congestion by up to 20 per cent in central London.

The first tunnel, known as the Northern Cross City Corridor, has already been investigated and would run from the A40 at Park Royal to the A12 at Hackney Wick. Further feasibility work is underway to focus on alignment and portal locations.

TfL is also looking at alternative options, including an orbital tunnel – which it suggested could be built and opened by the mid to late 2030s and funded through road user charges. It added that a second tunnel could potentially run from the A4 in Chiswick to the A13 in Beckton.

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Volvo Group reshuffles truck brands



Volvo is introducing a brand-based organisation with “clearer commercial accountability” for the Group’s truck brands. Four separate units will be created: Volvo Trucks, UD Trucks, Renault Trucks and Mack Trucks, each with profit and loss responsibility for their respective business. Volvo’s Group Executive Board will also be changed to include representatives from some of the Group’s business areas.

“This is an important change in how we conduct our truck business, with an expanded mandate for our sales organisations to control and develop their businesses with an explicit responsibility for profitability and organic growth,” says Martin Lundstedt, Volvo president and CEO. “We will gain a simpler organisation in which decisions are made more quickly and in closer co-operation with the customer, while each truck brand will be represented on the Group Executive Board with shared responsibility for optimising Volvo Group’s overall truck business.”

Volvo said its new organisation will come into effect on March 1, 2016.

GOV PRESSED TO HELP SELL AUTONOMOUS VEHICLE MESSAGE

The Institution of Mechanical Engineers (IME) has issued a call for “urgent” government and industry action to encourage the greater use of autonomous and driverless vehicles in the UK.

“We need to urgently resolve legislative, technological and insurance issues to help encourage the rollout of autonomous or driverless vehicles,” said Philippa Oldham, IME’s head of transport.

She argued the benefits of auto-driving technology were “huge”, and estimated the overall UK economic benefit could be as much as £51 billion a year due to fewer accidents, improved productivity and

increased trade. “Currently, 95 per cent of all crashes happen due to driver error, so it makes sense for government, industry and academia to redouble efforts to look at how we phase out human involvement in driving vehicles,” she said.

“There needs to be much more action from government to help integrate driverless



ABOVE Freightliner demonstrated its autonomous long-haul truck in the Nevada desert last year

vehicles into the current UK transport network. This will include updates and standardisation to road signage and road markings to enable these driverless vehicles to operate in the safest way possible.”

Oldham added vehicle dealerships and manufacturers needed to clarify how they will provide the greater level of aftersales care, technical updates and upgrades required to ensure the safe introduction of autonomous vehicles on British roads.

“Much more work needs to be done to clarify regulation and insurance issues, such as where liability lies in case of an accident,” she added.

Record results for UK trailer market

Heavy good trailer sales in the UK reached a record high in 2015, with retailers posting a 25 per cent increase over 2014’s previous record figures to make Britain the second largest trailer market in Europe, behind Germany.

In 2015, the trailer market got off to a strong start with registrations of new trailers up 14.8 per cent in the first half and by 11.9 per cent in the second. Overall, the market was stronger than analysts anticipated at the beginning of the year, due to the

gathering momentum of several markets which have struggled since the global financial crisis.

Italy was up 72 per cent in the first half of the year and finished 2015 up by 60 per cent. Spain, where registrations in 2014 were half pre-crisis levels, started the year up 55 per cent and finished up 46 per cent. The Netherlands also finished up 22 per cent.

These three countries, plus the UK, Denmark and France, accounted for almost all the extra demand for trailers compared to 2014.

These markets were displaying catch-up demand, according to market commentator CLEAR International. It said in many European markets, the demand for new trailers has been so far below the long-term trend level for so many years that, as soon as hauliers regain the confidence to invest in new assets, the floodgates are opened and two or three years of exceptional increases (measured in percentage terms) are possible. ➤



“We’ve been running Scania for 30 years. Until recently, we still had a couple of Euro 3s, and they were still keeping up with the 5s. But the Euro 6s are so much better. We’re routinely getting 1.2-1.5mpg more from them – sometimes as much as 2. All round, it’s just a much better truck. We’ve got 2 more on order.”

Richard Wixey
Managing Director, Wixey Transport



SCANIA

UPN signs up with SmartPOD app

UK pallet sector operator UPN has launched *SmartPOD* – a new multi-platform live signature capture app. Bespoke to UPN, *SmartPOD* is tailored specifically to its operation, enabling the pallet network's members to provide 100 per cent live signature capture.

SmartPOD is the third-generation live signature capture app designed in-house by the pallet network. Six months in development, UPN said its new software is faster, more efficient and more flexible than previous versions.

The company said with *SmartPOD*, uploaded proof of delivery can now be available within seconds of a delivery being made. All signatures obtained at the point of delivery are uploaded to UPN central servers in real-time.



SmartPOD also offers a range of bespoke features, including a messaging function, paperwork indicators, GPS locations, ad-hoc run creation and a demo mode for driver training.

The tool's launch follows the introduction of UPN's mobile track-and-trace application, which provides full track and trace facilities to customers and members and provides full visibility of each palletised freight consignment. Using smartphones, users can track progress from collection to delivery in real time.

"Our continued goal is to develop and implement new technology that delivers clear benefits to UPN customers and members," said UPN's group IT manager, Gary Flockhart.

LEFT UPN's new multi-platform live signature capture app runs on smartphones

Load Carrier shifts building supplies

Krone has launched a new Load Carrier trailer specially designed to meet the requirements of building materials transportation. The manufacturer said its new two-axle trailer has improved stability thanks to a torsion-resistant chassis with 30 mm thick, waterproof and sealed phenolic floor plates.

Its anodised 1 m high alloy side walls with tailgate flaps can be folded down or removed – and continuous tie rods are fitted as standard. Folding steps integrated into the drop-sides are also standard. New for the side walls is an optional drop-side lifting aid to take some of the strain off drivers during loading and unloading. The drop-side lifting aid can also be retrofitted to older vehicles.

The tare weight of the Load Carrier is approximately 3500 kg, giving around 14,500 kg of payload. Cargo space lengths of 6500 mm, 6900 mm, 7100 mm and 7300 mm are available, and cargo space width is 2480 mm.

A third of hauliers investing in safer fleets

British hauliers are responding to calls for greater road safety with investment in new vehicles, customisation and driver training, according to new research.

In January, London mayor Boris Johnson proposed lower side windows should be mandatory for all commercial vehicles entering the capital in a move to improve visibility for truck drivers and cut blindspots.

However, research carried out among road transport businesses found firms have already invested heavily in additional safety features on their vehicles. A third (33 per cent) of businesses said they

have fitted cameras to cover blindspots on trucks, while 32 per cent had installed safety bars to the sides of their vehicles to protect cyclists and pedestrians.

In addition, almost a third (29 per cent) said they would invest in new vehicles with better visibility, and 31 per cent said they have provided safety awareness training for their drivers.

With the proposed new modifications from the Mayor of London costing £1000-1500 per truck to fit the window panel, there is concern about the financial impact on businesses running trucks and other commercial vehicles.

RAC Truck Rescue, which conducted the research, said the survey suggested HGV operators and logistics firms are already working to make their vehicles and drivers better prepared for the dangers of city driving in the UK.

"It's clear to us through the relationships we have with HGV operators and our customers that they are working to make their vehicles safer by adopting a range of new measures and modifications," said RAC Truck Rescue spokesman, Matt Dallaway. "They recognise this is not just important for London, where Boris Johnson has proposed his idea, but across the whole of the UK."

"For example, a third tell us they have invested in cameras to cover blindspots, so does this mean they will face having to pay out more on top of that to comply with the new proposal?"

Dallaway said Johnson's latest suggestion didn't appear to take operators' present efforts into consideration, and the organisation called for clarity on whether businesses that have taken significant measures will be exempt, or at least given support to compensate for the investment in commercial vehicle safety features they have already made.



Research showed firms are spending on safety upgrades for their trucks

Menzies makes its move on Thistle

Menzies Distribution has acquired Thistle Couriers of Aberdeen for an undisclosed sum. The deal is the firm's third acquisition in the past 12 months, which it said underlined its intent to expand its e-commerce offering within the domestic parcel market. Traditionally known for overnight deliveries on behalf of print media publishers, Menzies outlined its intent to secure more business in the logistics market in early 2015. Since then, the operator has acquired courier firms AJG Parcels in Inverness and Oban Express, and two supply chain deals have also been struck with e-commerce firms B2C Europe and wnDirect.

Formed in 1998, Thistle Couriers provides a UK-wide same-day service, delivers around 1000 overnight parcels, and makes 450 parcel collections daily with its 45 staff and fleet of more than 25 vehicles, covering Aberdeen city and the whole of the wider Grampian region. According to Menzies, Thistle will help it access Scotland's hard-to-reach areas, where it can act as a neutral consolidation partner for major parcel carriers.

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* The TÜV Rheinland, an independent certification body has certified a 10.9% reduction in the fuel consumption of a Renault Trucks T Optifuel vehicle compared with a standard vehicle. The two vehicles compared were 2 Renault Trucks T 4x2 tractors, Renault Trucks T Optifuel and Renault Trucks T standard, both fitted with a 430 hp Euro 6 DTI 11 engine with the same drive axle ratio (2.64). The 2 vehicles each had a 32 t load. The test was carried out over a 200 km route, typical of long-distance inter-regional operations. Both drivers benefited from Optifuel Training in economic driving.



NEWS IN BRIEF

**Knights march in**

The Knights of Old Group has won a contract to provide UK-wide distribution to Povoas Packaging, which provides polythene packaging to industries throughout the UK, Ireland and Europe. The two-year agreement was won following a competitive tender against other third-party logistics providers. "We were very impressed with Knights of Old's ability to put together a complete logistics solution for our needs," said Mark Kendall, commercial director, Povoas Packaging.

**Weir takes TGX**

Three new MAN TGS hookloaders are on the road servicing the needs of the Midlands independent recycling and waste management firm, Weir Waste. The vehicles – provided through MAN's TrucksToGo initiative – are replacements in Weir Waste's 50-strong fleet and will be operating throughout the West Midlands, Warwickshire and Worcestershire. They are joining the fleet following on from the success of a MAN TGX 26.440 6x2 tractor unit which was brought in by Weir Waste MD, Danny Weir, late last year. "We brought in the MAN TGX as an addition to our fleet and to help with our increasing workload late last year and like how it has performed," he said. "I have also spoken to a friend in the industry who runs MANs and I have had a look at those and asked his opinion of them. MAN has put together a good package. The price and service package made it an attractive proposition for Weir Waste and we will certainly be looking at the possibility of more MANs as we replace our fleet."

It 'Asda be Scania for fleet renewals

Scania has completed the delivery of 253 trucks for use on supermarket chain Asda's base, chilled and petroleum distribution fleets.

The bulk of the order comprises G-series sleeper cab models featuring Scania's 410 bhp Euro 6 SCR-only engine. The company took 93 G410 LA6x2/2MNA mid-lift tractor units and 68 G410 LA4x2MNA tractor units for the Asda base fleet.

A total of 17 G410 LA6x2/2MNA mid-lift tractor units and 38 G410 LA4x2MNA were spec'd for chilled distribution, to be operated by NFT on behalf of Asda.

Completing the order are 37 P450 LA6x2/2MNA lightweight sleeper cab tractor units supplied for the Asda petroleum distribution fleet. These will be operated by DHL on behalf of Asda.

All trucks in the order will be maintained by the Scania UK network, which also provides a full service for Asda's trailer fleet, excluding those operated by NFT.

"Scania won the business in the face of strong competition,



TOP/ABOVE 250 Scania will be added across Asda's base, chilled and distribution fleets

with fuel performance and aftersales care being key factors underpinning our decision," said Peter Hey, Asda's procurement manager – national fleet.

"We have also enjoyed a long relationship with Scania – 23 years and counting – and the service it provides around the country, coordinating and providing a wide range of services supporting our cost-

effectiveness and our O-licence compliance, is incredibly important to our business."

The trucks destined for the Asda base fleet will run out of Asda distribution centres around the UK serving stores within their areas, while the NFT-operated vehicles will provide a nationwide chilled distribution service.

The petroleum tankers will also operate nationwide.

Culina puts drivers first with new DAFs

Food and drink distributor Culina reckons it is prioritising the needs of its drivers with its latest fleet additions, which come in the form of 20 new DAF XF510 6x2 tractor units with Super Space cabs spec'd for long-distance operation.

The new vehicles join a number of other recent acquisitions from the Dutch truck manufacturer, as the firm has also recently taken delivery of nine CF330 26-tonne ambient rigids, two CF330 26-tonne chill rigids, one LF180 18-tonne ambient rigid, and two LF180 16-tonne ambient rigid trucks.

Alongside driver comfort, Culina said it is also working to



Culina has added 20 new DAF XF510 6x2s to its fleet

minimise its environmental impact, which it deems a "very important and a key criteria" when selecting a new fleet.

"We have invested heavily in environmentally efficient trucks and the means to monitor how our vehicles are driven," said Mark Matkin, group fleet manager for Culina. "We can track our new DAFs

comprehensively, including driver behaviour, CO₂ emissions, route planning and fuel usage."

Culina said it worked closely with local dealer Greenhouse DAF during the selection process, and the dealer will be providing maintenance for the new vehicles as part of a two-year R&M contract.

Heavy-haul FH looks the part

Cheshire-based civil engineering, surfacing and site adoption management company WPI Group Ltd has taken delivery of a new 80-tonne GCW FH500 6x2 tag-axle tractor unit.

Aside from good service from the firm's local dealer, it appears the FH's good looks helped seal the deal – according to WPI's co-director, Steve Igoo.

"It's because both the Volvo product and the service we receive from Thomas Hardie Commercials is second to none," he said. "Furthermore, in my opinion, the FH is the best-looking truck on the road."

In addition to its 80-tonne plate, allowing operation under STGO Cat 2 rules, specification



ABOVE WPI driver Steve Igoo reckons FH is "the best looking truck on the road"

of the latest Globetrotter-cabbed FH to join the 12-strong Volvo fleet includes a 10-tonne rated front axle for optimum loading tolerance.

The truck is also fitted with the VTO2514B 12-speed manual gearbox and the cab spec includes the latest Volvo sat nav, fridge-freezer

and microwave.

DuraBright polished aluminium wheels, chassis infill with a specially 'ribbed' surface finish, and white sideskirts, mirror arms and heads contribute to the overall look of WPI's new truck.

The FH's sideskirts feature a custom wrap depicting the early days of the company, and the FH also boasts 8 inch (203 mm) bore stainless-steel twin exhaust stacks, custom made by Adrian at Truckmax in Wisbech.

Ten extra lights on two light bars, courtesy of Kelsa, are mounted on the roof and the cab front lower panel. A Kelsa lower light bar with seven LED markers is fitted to the front bumper.

The FH is coupled to a new four-axle Faymonville N-4L-UV 'Multimax' trailer with two steering axles. The trailer features a hydraulically operated extending bed which increases the trailer's overall load carrying width by 660 mm, from 2.54 to 3.2 m.

Unusually – and a first for the trailer manufacturer – WPI specified the 'Multimax' with aluminium wheels. According to WPI, unladen weight of the tractor and trailer is 25,250 kg – which equates to a payload potential of 54,750 kg.

The new FH will be maintained at Thomas Hardie Commercials overnight during the week on a Volvo Gold R&M contract.

ICE Ts ARE TOP CHOICE FOR McLAUGHLAN

Scottish refrigerated haulage specialist McLaughlan Transport has taken delivery of three 44-tonne Renault Range T480.26 6x2 tractor units.

The Range Ts, supplied by Renault Trucks Scotland with full repair and maintenance contracts, operate out of McLaughlan Transport's Perth depot – and are the first Renault trucks to join its 35-strong vehicle line-up.

The high-specification

Range Ts are coupled with specialist refrigerated trailers and are already on the road, working on temperature-controlled distribution for supermarkets and regional distribution centres throughout the UK and Europe.

The firm said driver appeal was crucial, so introducing a new brand to the fleet needed careful handling.

"We had a Range T on an extensive demo trial for a week, with five drivers given the truck



Operator's new Range Ts are the first Renaults to join its fleet

and asked to provide feedback," said company director, George McLaughlan. "All five were extremely complimentary and were really impressed with the vision and driving position – in fact, they thought it was such a good-looking cab that they

wanted a truck each!

"One of our drivers has recently returned from South West France and said he was particularly pleased with the performance and handling of the Range T on the journey," he concluded.

Clancy rocks up with Trakker tipper order

Longtime Iveco operator Clancy Plant Hire has taken delivery of the first of 33 new Trakker 8x4 rigids after expanding an order placed in 2015 with 10 additional vehicles.

The company – the UK's



ABOVE Clancy's new Trakkers are fitted with HMF cranes

largest operator of Iveco Trakker eight-wheelers – provides vehicles and plant equipment to all the Clancy Group plc firms, including utilities giant Clancy Docwra, which uses the fleet in support of projects around the country.

"We're delighted to see the first of our new Trakker tippers getting down to work," said Clancy Plant Hire director, Bernie Stack. "We've enjoyed a long relationship with Iveco and appreciate the low total cost of ownership the brand's vehicles offer. We're confident these new arrivals will continue to demonstrate the durability, reliability and flexibility the

Trakker is known for across our company."

This latest Trakker order marks the first Euro 6 eight-wheelers to enter the firm's fleet, with each truck featuring Iveco's HI-SCR engine technology that meets current emissions limits without the need for exhaust gas recirculation (EGR).

"We evaluated Euro 6 solutions from a number of manufacturers, but felt Iveco's HI-SCR system stood out for offering a less complex and yet a highly efficient approach," Stack said. "We have become accustomed to enjoying trouble-free performance from our Iveco drivelines, so

knowing the HI-SCR technology has followed the same development path as earlier Iveco Euro 4 and Euro 5 engines held strong appeal."

The new trucks join a fleet of more than 60 Trakker 8x4s at Clancy Plant Hire, and are expected to remain with the company for between four and five years. The firm's wider fleet encompasses more than 1400 commercial vehicles, 500 cars and over 10,000 plant assets.

Each Trakker is expected to clock-up approximately 35,000 miles annually, working up to seven days a week, with some vehicles operating double shifts around the clock. ■

NEWS IN BRIEF

**Hearty menu**

The team that runs The Chippenham Pit Stop, just off Junction 17 of the M4, have decided to practice a little of what they have been preaching. The catering team participated in National Obesity Awareness Week in January, and have decided to extend their poster and healthy meal option campaign for the whole year. But Pit Stop manager Neal Walford said that when it came to it, he and most of his colleagues suddenly realised they too could all do with losing some weight. "So 10 of us took up the challenge, giving ourselves personal targets, and we have lost a combined total of 34.5 pounds over the past month," he said. Pit Stop healthy living campaigns coordinator and former nurse, Lisa Hatherell, said their whole ethos was based around giving drivers the opportunity to live more healthily. "That is why we recently invested around £10,000 in setting up an outside exercise gym," she added.

**Space race**

Kent-based Ashford International Truckstop has announced it has expanded its site from 325 parking spaces to over 400. Truck stop management said the expansion will provide more overnight secure parking in one of the busiest parts of England for freight, and the firm said it will hopefully help combat problem parking in the area. The truck stop also offers a reservation system, designed to give drivers peace of mind from knowing they have a space put by for them en route to the county. For further details, visit Ashford International Truckstop's website at www.ashfordtruckstop.co.uk

Phone 'addiction' putting lives at risk



Road-users are still being driven to distraction by mobile phones

The government has launched a public consultation to consider tougher penalties for drivers who use a mobile phone at the wheel. But according to new research, many drivers are still unaware of or flouting the existing rules. A YouGov survey found 89 per cent of British adults recognise there is some sort of penalty for using a mobile phone at the wheel, but just under half (47 per cent) know the current penalty.

The recently launched consultation process by the Department for Transport (DfT) outlined the proposed changes to penalties for the offence of using a hand-held mobile phone while driving. The announcement outlined consideration by the government to increase the cost of a fixed penalty notice (FPN) from £100 to £150 for all drivers, while the number of penalty points on an HGV driver's licence would rise from three to six.

Many motorists are still disputing the current law, with 18 per cent of those who have used social media at the wheel agreeing they can check or update social media and drive safely at the same time.

A staggering 46 per cent of them believe accessing social media does not cause a problem if they are stationary in traffic.

A total of eight per cent of all UK adults admitted to using social media behind the wheel, and 26 per cent of those admitted the desire to keep in touch with people is one of the main reasons they have flouted the law.

"Any task that involves holding a device, looking at it, and interacting with it during driving will adversely affect driving performance," said Shaun Helman, head of Transport Psychology at Transport Research Laboratory (TRL). "We recently found that between 10-30 per cent of road accidents in the EU are at least partly caused by distraction, and social media is an increasing risk in this area. A combination of education and enforcement is required."

Opinions split over white line removal

The government has announced a proposal to remove white lines from busy roads across the UK in an attempt to reduce vehicle speed, after research suggested the absence of central road markings slowed drivers. White lines have already been removed – or rather, not replaced after resurfacing work – in parts of central London, Wiltshire and Derby, and a trial scheme it being mooted by councillors in Norfolk.

The plans have divided opinion across the industry. Vehicle management group LeasePlan UK said it welcomed any changes that would ensure British roads were a safer place for users.

"Whether to remove white lines from roads or not has been part of a global conversation that has been growing since the turn of the century, and it's good to see this particular topic highlighted once again," said Lesley Slater, business development director, LeasePlan UK.

"The remodelling of Exhibition Road experiment provides evidence to suggest removing not only central white line markings, but other traditional safeguards – from road signs to traffic lights and even pavements – actually reduces the accident rate and improves traffic flow.

"When removed, drivers police their own traffic flow more effectively and are more considerate," she added. "The old approach to traffic engineering assumed that wide routes and frequent

instructions was the best model – however, these studies demonstrate the need to review this thinking."

But the Road

Haulage Association (RHA) took a different view of the idea. "We find it extraordinary that Transport for London is able to state its failure to have white lines reinstated on three major A-roads has reduced vehicle speeds by 13 per cent, but cannot quantify the impact on accident rates," said RHA chief executive, Richard Burnett.

"Simply slowing vehicles down, which is what some campaigners are calling for, is a bizarre way for a roads authority to behave unless it can demonstrate casualty reductions which could not be achieved by other means.

"There is a growing stance in the haulage industry that roads capacity is being reduced by an endless flow of local measures for no good reason," Burnett added.

"The roads minister, Andrew Jones, needs to take a stronger line on what is required of local authorities before these experiments get totally out of hand."

Markings have been removed on some busy roads in a bid to slow traffic

Crackdown nets biggest haul of drink & drug drivers

The drink- and drug-drive campaign over Christmas and New Year caught more people who got behind the wheel after taking drugs in England and Wales than ever before, according to the latest figures from the National Police Chiefs Council.

A total of 1888 people were tested using roadside screening devices during December, with almost 50 per cent (931 people)

found to have illegal drugs in their system.

Last Christmas saw the first campaign since new legislation was brought in covering 17 legal and illegal drugs. Police forces are now equipped with new screening devices to make it easier to identify – and then prosecute – drug drivers.

For drink-driving, the number of drivers over the age of 25 caught over the limit is higher

than in any of the previous three years. A total of 3297 people tested positive, failed or refused to complete the test.

“It’s very worrying that there has been an increase in the number of drivers aged 25 and over caught drink-driving for a second year running, meaning too many still don’t understand that any amount of alcohol can impair a driver’s ability and judgement,”

said Alice Bailey, campaigns officer for road safety charity Brake.

However, drink-drive figures for younger drivers show fewer under-25s were caught over the prescribed alcohol limit, with 1062 compared to 1788 in the previous festive period. Though fewer tests were carried out, percentage-wise there was also a drop from 6.33 per cent to 5.37 per cent.

Ministers back driver first aid scheme

The government has thrown its weight behind life-saving road safety initiative Driver First Assist (DFA) after roads minister Andrew Jones pledged to back the non-profit-making organisation, which trains professional drivers to manage accident scenes and give first aid.

The minister gave his support and offered government assistance during a meeting in Parliament organised by Transport Select Committee member and Freight Transport Group chairman, Rob Ffello, and DFA’s founder, David Higginbottom.

The DFA said its estimates suggest 46 per cent of road



fatalities would be prevented and about £1.5 billion per year saved if prompt accident management and first aid was available at road accident scenes.

It pointed out that although the target ambulance

emergency response time is eight minutes, a casualty with a blocked airway will die in approximately four minutes.

The DFA also cited evidence showing it can cost up to £62,000 an hour to close a motorway.

“The government’s endorsement is a massive boost for DFA and strengthens the support it has already received from the three emergency services, the NHS and others,” Ffello said. “It will go a very long way to helping the charitable organisation achieve its long-term aim of giving thousands of lorry, van, car fleet and bus drivers the skills they need to save lives in the crucial first few minutes after a road accident.”

Other backers of the initiative include Skills for Logistics, the transport industry’s training council, transport commissioners, the Freight Transport Association and the Road Haulage Association.

‘Distorted’ training costs harming driver recruitment

Easy As HGV operations director Kat Springle has given evidence to Transcom on the HGV driver shortage – and said a “distorted perception of cost of training” was partly to blame.

Springle gave evidence before the House of Commons Transport Select Committee on February 1, as part of the Committee’s investigation into the current HGV driver shortage.

The cost of training has been pinpointed as the major barrier to a career in HGV driving by those within and outside the industry. However, Springle argued a large percentage of prospective drivers and employers are misinformed about the costs of HGV training, and said the cost of gaining a Category C licence is often doubled in discussion



ABOVE Easy As HGV operations director Kat Springle gave evidence during Transcom meeting in February

of the issue. During the session, Springle said a candidate could be qualified to be a professional Class 2 heavy goods driver for under £2000.

She also stressed the current driver shortage could be somewhat mitigated with new and younger qualified drivers who lack further vocational experience.

Though there is an approximate deficit of 60,000 drivers, Springle argued there is an untapped resource of newly qualified drivers available, and said one of the main obstacles individuals face as newly qualified drivers is employers’ need for two years’ experience.

She said younger and newly qualified drivers could fill some of the gap immediately, and were well equipped and skilled to do so.

She said as a profile, the average HGV trainee is likely to be male, 25-40, have been previously employed in a manual role with either low basic wages or poor availability of work, and is looking to earn a better income.

She said trainees were aware there is an “abundance of work”, were interested in becoming an HGV driver, and were on the whole very well informed about the prospects of work elsewhere in logistics should they move on from HGV driving in the future.

Easy As HGV said it offered to assist the government further to address misunderstandings about the costs of HGV training, and welcomed a more ‘joined up’ approach between the HGV training industry and the government. ■

NEWS IN BRIEF

**To the MAX**

Estonian transport company Kaarlaid is adding a new Faymonville heavy-haul trailer to its fleet, bringing its total number of units from the Belgian manufacturer to 50. Kaarlaid operates almost all Faymonville trailer types, including multiple MultiMAX semi-trailers, MegaMAX low-bed trailers and TeleMAX flatbed semi-trailers. The firm also uses a multifunctional VarioMAX, a lightweight MultiMAX Plus semi-trailer and a PrefaMAX to transport concrete precast elements. Kaarlaid is one of the leading suppliers for heavy and special transport in the Baltic region and Scandinavia, and transports loads weighing up to 100 tonnes and measuring 60 m in length and 14 m in height.

HOLIDAYS

Restrictions on truck movements may be applicable in the following countries on the dates listed, in addition to any weekend bans on truck movements:

Albania	April 1/4
Armenia	April 24
Belarus	April 2/26
Belgium	April 18/21
Bulgaria	April 18/21
Croatia	April 21
Czech Rep	April 21
Denmark	April 17/18/21
Estonia	April 18
Finland	April 18/21
France	April 18/21
Georgia	April 9/18/21
Germany	April 18/21
Greece	April 18/21
Hungary	April 16/21
Italy	April 21
Kosovo	April 9
Kurdistan	April 14
Latvia	April 18/21
Lithuania	April 21
Luxembourg	April 9/21
The Netherlands	April 21/27
Norway	April 18/21
Poland	April 21
Romania	April 21
Serbia	April 18/21
Slovakia	April 18/21
Slovenia	April 21/27
Spain	April 18/21/23
Sweden	April 18/30
Switzerland	April 18/21
Turkey	April 23

British and French officials met in Calais on February 17 for "full and frank discussion" of migrant problem



Meeting 'a step towards' Calais migrant solution

A meeting to address the migrant crisis hosted by Xavier Bertrand, president of the Nord Pas de Calais Picardie region, the regional French government responsible for the ports of Calais and Boulogne, has been held at the Port of Calais with representatives from cross-Channel operators, haulage companies and the RHA in attendance.

The purpose was to open a full and frank dialogue to

address the issues resulting from migrant activity at the ferry terminal and the roads leading to the Port.

The meeting marked a step towards a concerted effort to eliminate the problems in the Calais area, according to RHA chief, Richard Burnett.

"It was immediately apparent, and encouraging to learn all those present were of the same firm opinion that the issue must be addressed by those on both sides of the Channel," he said.

"It provided us with an excellent forum to present our case for the urgent need for an effective solution to be sought that will bring relief to the thousands of UK-bound hauliers who are subjected to violence, abuse and intimidation on a regular basis," he added. "A clear plan is needed which can be measured in terms of delivery and key milestones established as to when the migrant camp will be emptied and finally closed."

HAULIERS URGED TO SEEK EXTRA PROTECTION AGAINST STOWAWAYS

Freight operators are being urged to join the Civil Penalty Accreditation Scheme to help protect themselves and their drivers against fines should illegal migrants be found on-board their trucks.

Introduced by Border Force in 2015, the Scheme reduces haulage companies' risk of receiving fines by making sure they have effective systems in place to reduce the possibility of clandestines hiding in their vehicles.

"The scheme is the best way operators can protect themselves – and their drivers – from financial penalties if

migrants should be found on-board their vehicles," said the Freight Transport Association's EU affairs manager, Chris Yarsley.

"With the continued scenes of migrants targeting UK-bound trucks in Calais, we are encouraging all freight and logistics companies operating vehicles through the port to take every security measure available to them."

New branding has just been made available for operators taking part in the scheme who are now eligible to use an Accreditation Mark on their vehicles, on internal documents and on documents to clients to



Scheme aims to help firms reduce risk of boarders

highlight their membership.

The Accreditation Scheme is voluntary to freight operators, and it is expected that those taking part will take reasonable measures to make sure the system works through training and monitoring their drivers.

Indian firm invests in heavy-haul girder bridge



Logistics specialist Lee & Muirhead Pvt Ltd has invested in a Faktor 5 high girder bridge from German manufacturer Goldhofer to tackle oversize power generation projects in South-east Asia. The new platform is capable of carrying five times its weight and will be used for moving a range of ultra-heavy loads.

"In the next few years, more than 30 major refurbishment projects are scheduled in the powergen industry," said Lee & Muirhead CEO, Pankaj

Gadhia, at the official hand-over in Memmingen.

"Tomorrow's power plants will be in the 660-800 MW range. We have to be prepared for these developments, especially with regard to the equipment required to transport the stators for the generators," he added. "They make very heavy loads, weighing anything between 350 and 450 tonnes.

"With our new Faktor 5 platform, we are now ideally equipped to handle such projects with maximum efficiency," he said.

ABOVE Moving mountains: Lee & Muirhead's new girder bridge can carry up to 500 tonnes

With a weight of 100 tonnes, the Faktor 5 high girder bridge can handle loads weighing up to 500 tonnes. With load length in the 11-17 m range and above, plus highly variable axle configurations of 2x12 to 2x20 axle lines, the unit is capable of transporting a wide range of transformers, generators and other heavy industrial components.

In addition, Faktor 5 is able to handle transport operations in difficult situations – for

example, on bridges and other load-sensitive structures and surfaces.

"Road transport regulations in India are particularly strict, and we need Faktor 5 to be able to transport generators and stators the length and breadth of the country and deliver them right to the construction site," Gadhia said. "That is why we decided to call our new high girder bridge after the Indian god, Hanuman: Faktor 5 enables us to move mountains – just like Hanuman."

New Poole-Bilbao freight service sets sail

Brittany Ferries has chartered a vessel to carry freight between Poole and Bilbao, northern Spain. The vessel, *Pelican*, has the capacity for around 100 unaccompanied trailers and 12 drivers and began service with the company in early February.

Pelican comes from shipping company Maritime Nantaise and will operate two

round trips per week. The charter, which includes crew, is for 12 months – but with the option of extension.

"Freight activity to and from the United Kingdom is undergoing a period of strong growth, particularly the unaccompanied market," said Simon Wagstaff, Brittany Ferries' freight director. "We see this on a daily basis in the

garages of our vessels, especially on those operating to and from Spain. Our charter of *Pelican* will help us meet growing demand from freight customers and free up more garage space on other ships."

Last year, Brittany Ferries reported a 20 per cent increase in freight traffic across all routes. 2016 also appears to have started strongly, and the company said it hopes greater capacity will drive even more business through Poole.

"There is a very limited charter market for this type of vessel and we were delighted to find a cost-effective vessel on the French International Register," Wagstaff added. "This will allow us to operate effectively, but also to balance the books in this important area of our activity." ■

Pelican freight ferry can transport 100 unaccompanied trailers and 12 drivers



DIESEL PRICES

The Automobile Association's monthly price guide to diesel prices around Europe

Country	Pence/ litre	Euro/ litre
Austria	77.72	01.01
Belgium	84.58	01.10
Czech Rep	78.65	01.02
Denmark	91.35	01.18
Estonia	72.39	00.94
Finland	88.39	01.14
France	83.82	01.09
Germany	78.49	01.02
Greece	74.68	00.97
The Netherlands	87.63	01.14
Hungary	77.83	01.01
Ireland	89.92	01.16
Italy	101.4	01.31
Latvia	69.34	00.90
Lithuania	69.34	00.90
Luxembourg	67.82	00.88
Norway	98.92	01.28
Poland	71.30	00.92
Portugal	83.82	01.09
Slovakia	75.44	00.98
Slovenia	78.49	01.02
Spain	73.91	00.96
Sweden	98.74	01.28
Switzerland	94.65	01.23
UK	102.6	01.33



THE GAME IS UP

The relationship between Britain and Brussels has always been stop-go, but the current government is doing little to cement action on the immigrant crisis

By Steev Hayes

PHOTOGRAPHY JULIAN DACE / SHUTTERSTOCK.COM

By the time you read this, David Cameron should have in his hands the package he 'negotiated' from Brussels which he will use to persuade the electorate we're better off staying in the EU.

Despite ongoing questions over MPs' expenses, the second inflation-busting pay rise for them in under a year, and the fact that now MPs, if arrested, will not have their identities revealed until they are charged, means that whatever your political leanings, the shenanigans over the approaching referendum on whether or not Britain will decide to remain a

“The leaders of the main two political parties are ignoring the issues of major concern.”

member of the European Union are exposing more politicians for the arrogant, self-centred egotists and in some cases, downright liars they really are. Following David Cameron's submission to the other members of the EU of what he expects in return for us staying in, it's becoming apparent he is far from the tough-talking prime minister those who voted Conservative at the last general election thought he was.

Many saw him as a second coming of the late Margaret Thatcher who, whatever your opinion of her, didn't pussyfoot around with the Eurocrats and meant exactly what she said. She won concessions regarding our payments to and benefits from the European Union.

But David Cameron is beginning to look like a puppy dog to the EU hierarchy, just as Tony Blair was to US president George W Bush. Cameron's argument to the electorate during the build-up to the election was that Labour had crippled the economy, the Lib Dems were a spent force and the peripheral parties, including UKIP, the SNP, Plaid Cymru et al, were “wasting your votes and would ensure another Labour victory”. He claimed that would lead to

at least another five years of austerity and/or even total bankruptcy of the country. He also stole the UKIP mantra, offering a referendum on our membership of the EU.

The Tories used every method available to them to scare the electorate into believing we were heading for Armageddon, should we not vote for them – television, the printed press, electronic and social media.

It claimed Labour's track record for immigration was risible. How many remember the then Home Secretary, David Blunkett's, response when asked how many immigrants were in the UK as

a direct result of Labour's 'open door' border policy? He didn't know.

His political colleague Jack Straw, who served both as home secretary and foreign secretary during Labour's last stint in government, was also the architect behind the fines for truck operators and drivers caught with illegals aboard their vehicles. Vindictive and devious to the last (and using his legal knowledge – he's a trained lawyer), he made sure that being caught with illegals was classed as a civil offence; so there was no course of appeal to those caught. The subject of immigration has become a burning issue and a hot political potato in the lead up to the In-Out referendum. It's a subject which partly helped the Tories sweep to victory in the last election, as it promised to wrestle back control of our borders from the overbearing EU and return many of the powers lost to Brussels to our own government. If it couldn't get agreement on these and other demands, we would leave the EU.

When I drove to the port of Calais in a truck heading for the UK, passing the so-called 'Jungle' where migrants aiming to get into the UK illegally are camped, I saw none of the women and children shown in news reports, or used as



propaganda to raise funds for charities claiming to assist these beleaguered people. Pictures of babies and young children drowned, when overcrowded boats heading for Europe have capsized and sunk, being cradled in rescuers' arms are harrowing, and our hearts go out to those who are genuinely fleeing the conflict and barbarity we know is prevalent in their home countries.

But there is a world of difference between those poor souls and some of the migrants lining up just outside our front door across the Channel. France is building a centre to house these people (many of whom are economic migrants), where they will have access to shelter and accommodation. They will be out of the elements and can live in relative comfort while their claims are processed.

But when they were given news of this, a group of young men interviewed there were worried: “We don't want this because it might mean we have to apply for asylum here in France – and we want to get to the UK.”

I saw healthy, fit and well-dressed young men communicating with each other via mobile phones, some carrying metal bars clearly used to gemmy open vehicle doors, but also as weapons against truck drivers heading for the UK via the port.

While Cameron claims he's won major victories in his fight to take back control of our borders, opposition leader Jeremy Corbyn recently visited the 'Jungle' encampment and met some migrants there; sympathizing with them and promising to do all he can to allow them access into the UK. He chose not to speak with the truckers at the port just up the road, who regularly run the dangerous gauntlet of increasingly violent migrant attacks.

Once again, the leaders of the main two political parties – one a champagne socialist, the other a career politician born into wealth – are ignoring the issues of major concern to the people of Great Britain. ■

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ON THE UP

2015 truck sales continued to rise after the previous year's increase in legislation. We take a cross-manufacturer look at the emerging facts and figures

By Steve Banner
PHOTOGRAPHY IVECO

Britain's heavy truck market soared by a whopping 27 per cent last year, to a healthy 44,063 registrations. Admittedly, that compares with a 2014 market which had lumps knocked out of it courtesy of the way in which Euro 6 was introduced and the impact of European Community Whole Vehicle Type Approval. It is, nevertheless, an indication that the UK economy is on the right track; and trucks are in demand as a consequence.

"The news is generally good so far as UK plc is concerned," says Iveco managing director, Stuart Webster. "Inflation is low and under control, the deficit continues to fall, growth is going generally in the right direction, unemployment is at its lowest level for almost

a decade, and oil prices are low and likely to go even lower.

"As a consequence, big operators may find they're paying less than £1.00 per litre for their diesel once the VAT has been taken out."

Interest rates remain low too, he adds, and are likely to remain that way well into 2016.

The performance of Britain's manufacturers disappointed last year, says Webster, and a slowdown in wage growth indicates not all sectors of the economy are as yet benefiting from the 'feel good factor'. However, the overall picture is a buoyant one, he believes.

As a consequence, Iveco is forecasting a heavy truck market of 42,000 to 43,000 units this year; down on 2015's total, but equating to what Webster refers to as the "real market norm".

One problem which could inhibit sales in the coming months is that of long lead times at body builders. "Body builders have been hit by the double whammy of recession – when they lost people and skills – and the advent of European Community Whole Vehicle Type Approval," he says. "They're short of resources and finding it difficult to respond appropriately. That means restricted capacity and lengthened delivery times, particularly when it comes to tippers and other construction industry trucks."

Numbers game

Webster was speaking at Iveco's annual State of the Nation analysis of the previous year's registration figures – sourced as usual from the Society of Motor Manufacturers and Traders



Iveco MD Stuart Webster said the current truck market climate was "buoyant"

– and of likely prospects for the current year.

He was doing so at the company's impressive new UK headquarters in Basildon, Essex, having moved out of its former head office in Watford in 2015.

Iveco is part of global giant CNH Industrial, which also includes tractor maker New Holland. It has a plant adjacent to the new Iveco office.

Last year saw DAF become market leader at above six tonnes once again with 11,467 registrations, and a 26 per cent market share followed by Mercedes-Benz (8052 registrations, 18.3 per cent share) and Scania (7075, 16.1 per cent). The Swedish

brand was up 48.9 per cent on its 2014 performance.

The 2015 analysis shows it is tractor units which are making the running as hauliers aim to get maximum productivity from both vehicles and drivers.

Tractor registrations rocketed by nearly 36 per cent to 21,134. Mercedes-Benz grabbed the number one slot with 4745 registrations and a 22.5 per cent share, followed by Scania (4522, 21.4 per cent) with an impressive 51.6 per cent rise on 2014, and DAF (3691, 17.5 per cent).

The vast majority of units sold (18,768) were 6x2s, a record in a sector which rose by nearly 41 per cent. "They now account for 42.6 per cent

payload capacity compared with heavier rigids.

DAF was number one, scoring 1603 sales for a 34.2 per cent slice, followed by Iveco (973, 20.7 per cent) and Isuzu (777, 16.6 per cent). Iveco is doubtless hoping it will be able to do better in the 4x2 rigid market this year.

Brand activity

Sales may also be boosted by the creation of 23 so-called 'cathedral' Iveco dealerships under the Truck Station banner at strategic points around the UK, with longer opening hours, support for fridge units, trailers and tail lifts, and facilities for drivers.

An internal reorganisation by the company may be of

per cent share, having seen sales rise by 41.2 per cent. Scania came a close second (1793, 21 per cent), with Mercedes at number three (1391, 16.3 per cent).

At 4319 sales and up 15.1 per cent, four-axle chassis accounted for over half the multi-axle market. Here, Scania was number one (1289, 29.8 per cent), Volvo number two (925, 21.4 per cent), and DAF number three (756, 17.5 per cent). The push for productivity, plus the continued need to collect and dispose of rubbish, proved good news for 6x2 rigid registrations which went up by nearly 34 per cent, from 2552 to 3416.

DAF was the top performer – 983 registrations, 28.8 per

registrations balloon by 161.2 per cent.

Smaller 4x2 rigids above 7.5 tonnes were not quite as popular. Although registrations of 7.5- to 12-tonners went up by 21 per cent, sales in 2015 were modest at 1465. DAF was top by a country mile (684, 46.7 per cent), followed at a distance by MAN (223, 15.2 per cent), with Mercedes third (176, 12 per cent).

Sales of 12- to 15-tonners grew by 6.7 per cent, to 862. DAF came first (540, 62.6 per cent) and Mercedes was some way behind (224, 26 per cent), while Iveco fell way back into third place (42, 4.9 per cent).

Online shopping means the 3.5-tonne market is set to continue expanding, says Webster, with growth likely to be driven by another trend; a rising determination by councils to push trucks out of city centres. While appreciating the need for better air quality and for vulnerable road users to be protected, he is highly critical of this apparent hostility. "There continues to be a lack of appreciation – a lack of understanding – of the role trucks play in delivering the goods and keeping our economy alive," he contends.

The lack of truck drivers may of course prompt some firms which have hitherto run heavier vehicles to use 3.5-tonners if they possibly can. "The industry is getting desperately short of drivers," says Webster. "The advent of the Driver CPC did much to encourage older drivers to retire and leave the industry, while too little is being done to encourage new and younger drivers in.

"The working conditions put many of them off, and the legislation which rules their lives is a factor deterring them from entering the sector.

"This is a crisis waiting to happen; and the time has come for the powers that be to take action at all levels." ■

“There continues to be a lack of appreciation – a lack of understanding – of the role trucks play in delivering the goods and keeping our economy alive. *Stuart Webster*”

of total truck registrations; the highest proportion ever," says Iveco brand and communications director, Nigel Emms.

In this sector, Scania was number one (4098, 21.8 per cent) with a hefty 59.1 per cent sales surge, with Mercedes edged into the number two position (3956, 21.1 per cent), and Volvo at number three (3355, 17.9 per cent) with a 46.9 per cent uplift.

"Increasing numbers of operators are turning to three-axle tractors at 44 tonnes, with high-cube or double-deck trailers to obtain greater efficiencies in long-haul operations," says Emms. "We're seeing fewer, larger trucks being used more intensively."

At the other end of the weight scale, 7.5-tonner registrations increased by a meagre 2.9 per cent, to 4690. A declining number of drivers are available to drive them automatically under the grandfather's rights rules, and they offer a modest

benefit too. Back in November, commercial vehicle industry veteran Nick Pemberton was appointed director of Iveco's recently created Truck Business Line, which means he is responsible for medium and heavy truck sales and marketing. Ian Lumsden is director of the Light Business Line, which means he is responsible for Daily.

A healthy construction industry helped propel sales of multi-axle rigids upwards by over 20 per cent, to 8522 in 2015. DAF was top dog with 1891 registrations and a 22.2

cent, and a massive 67.2 per cent upswing in sales – with bin wagon king Dennis Eagle second (494, 14.5 per cent) and Mercedes third (470, 13.8 per cent). Productivity and the need for every driver to shift as much as they can prompted a 38 per cent rise in sales of 15-tonne-plus 4x2 rigids, to 6586.

DAF was market leader (3058, 46.4 per cent) with a 41.9 per cent sales boost, while Mercedes came second (1063, 16.1 per cent) and Scania third (760, 11.5 per cent). The Swedish manufacturer saw its



NEW GEAR

New gadgets and widgets to make life on the road a bit easier

By Andy Stewart
PHOTOGRAPHY VARIOUS



RC ACTROS 3363 GIGASPACE

Manufacturer: Tamiya
Web: www.hobbyco.net
Price: £375

Precision radio-controlled truck manufacturer Tamiya has released a brand-new, highly accurate 1/14 scale Mercedes-Benz Actros 3363 GigaSpace three-axle truck model. The Actros' distinctive shape has been recreated with ABS plastic body parts and a number of metal chassis components. The chassis is built for durability, with aluminium side channels with resin crossmembers. Power comes from a front-mounted motor and is transmitted via propeller shaft to the rear axle, and built-in differential gears provide smooth cornering. Gear changes can be made via a separately-sold four-channel transmitter. The Actros can also be coupled to separately available trailers which make the model over 1 m in length. For a chance to win one of these superb RC models, don't miss our competition next issue!

LEATHER SEAT REPAIR STICKERS

Manufacturer: MastaPlasta
Web: www.mastaplasta.com
Price: From £8.95

Ripped up your leather seat? Don't worry about expensive reupholstery – you can fix it easy and quick with one of these self-adhesive patches from MastaPlasta. Made from premium quality synthetic leather, they come in a variety of shapes and sizes and can be applied in seconds. They also work wonders on leather jackets, furniture, bags – you name it.



CURRENCIES THE MOVE

Developer: Diavo Lab
Platform: iOS
Price: £1.49

When you're travelling abroad, it's useful to be able to work out currency conversions on your phone – but if you're trying to avoid horrendous data roaming charges or have no access to WIFI, many conversion apps won't work. Step up *Currencies on the Move* – a new app designed to offer effortless and accurate conversions of pretty much any currency you care to name, and it even works offline using the last updated data.



HANDCOFFEE TRUCK 24V

Manufacturer: handpresso
Web: www.handpresso.co.uk
Price: €99

You can't beat a good cuppa coffee to get you back into gear during a hard day's slog – but it can be tricky to make a decent brew while on the job unless you have a particularly well-appointed cab. If your rig is lacking quality coffee-making facilities, take a look at this fantastic gizmo. Specifically designed for truckers, the handcoffee truck plugs straight into a 24V socket and prepares a stonking cup of java in just four minutes. All you need to do is add a soft coffee pod (any brand), pour in some water and hit the button. Tasty!



FISHSCALE MICROFIBRE CLOTHS

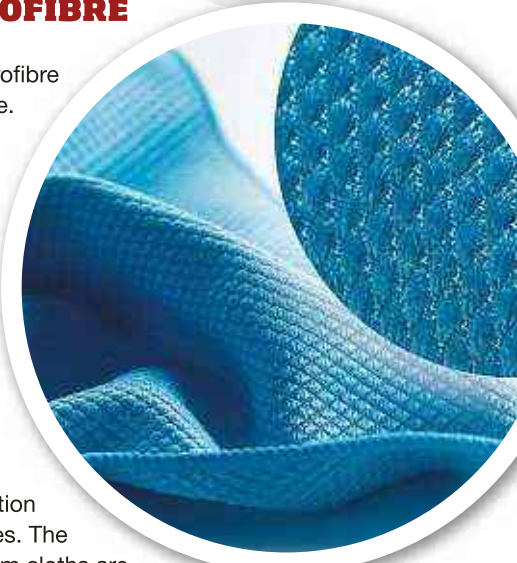
Manufacturer: Paragon Microfibre
Web: www.paragonmicrofibre.com

Price: From £1.80 per cloth

If you want to make your windscreen and mirrors squeaky clean, take a look at these next-generation fishscale glass cloths.

They're more aggressive than standard weave glass cloths and have

higher absorption qualities. The 300 gsm cloths are available in two sizes – 40x40 cm and 80x60 cm – and contain 70 per cent polyester and 30 per cent polyamide, 0.13 denier. ■



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BEST OF THE FORUM

Stories, snippets and curiosities from around the web

By Andy Stewart

PHOTOGRAPHY VARIOUS

Best of Facebook



TRUCKING good

Link: <http://on.fb.me/1Xxpzox>

Our roving snapper spotted Brian Yeardley's superb red-and-white liveried Scania and trailer on the M1 northbound on February 3, and we have to say we very much like the oversize TRUCKING logo! "Been spotted by *Trucking* magazine's photographer," Facebook user Chris Wright pointed out to the rig's driver, John Berry. "Coming back from London on Tuesday, I think," John replied. "My 11-year-old beauty!" Couldn't agree more, John.



Hay now!

Link: <http://on.fb.me/1PFbOkS>

It's fair to say our Facebook page has been inundated with readers voting in our Best Truck in Britain 2016 contest, and it's always great to see more pictures of the top trucks hard at work. Contestant Philip Judge posted this photograph of his immaculate FH rigid doing what it does best – lugging a well-roped load of hay – and we reckon it looks resplendent. Turns out we weren't the only ones – it's caught the eye of many readers. To find out who won this year's competition, head to page 52!

Hot tweets

Follow us @truckingmag



Golden greats

We couldn't wait to share this picture of a top-draw Golden Griffin Scania R730 tag-axle with matching gold trailer, which we were sent from proud owner IDS Transport (@idstransportuk). It's the first matching gold combination we've seen – though if you lot know of any other examples, let us know @truckingmag!



Burning up!

What better way to keep warm than with this awesome truck-and-trailer wood burner? Built by CaddyShackCreations (@bazaboz), we reckon this would look the business next to the ed's desk in the corner of the office – though there's an outside chance it would rub the building's fire safety officer up the wrong way... ■

Video vault

Chain gang

Link: <http://bit.ly/1GHvHRV>

It's impossible not to stop and stare when you encounter a heavy haulage combination at work – and this is just what YouTube user Josh did when he spotted this astonishing oil cylinder on its way to Fort McMurray in Alberta, Canada. Reportedly weighing over 946 tonnes, by our count the load required five tractor units on push and pull duty, but we couldn't quite make out how many axles were in play during the operation.



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MADE TO MEASURE

An aftersales package is an important consideration for operators and owner-drivers, but it's certainly no longer a case of one size fits all

By John Challen
PHOTOGRAPHY VARIOUS



DAF Trucks' aftersales services are delivered through its extensive dealer network

Investing in a new commercial vehicle is just one cog in the operator machine. For added peace of mind and reliability – above and beyond your shiny new vehicle – it's all about the aftersales package, and all those 'extras' you might not have thought would be on your shopping list, or you might have thought were out of reach of your budget.

Competent manufacturer and dealer support can make or break a deal for an aftersales package, and the truck makers know this. As a result, they're all doing

their best to woo customers with attractive products which leave no stone unturned when it comes to reducing downtime, costs and fuel.

Mercedes-Benz

"Most people don't buy a truck, or an R&M contract; they are buying the whole package," says Sam Whittaker, customer services director for Mercedes-Benz and FUSO Trucks UK. "I am a big believer in trust, and our customers have to trust what we do, especially when things go wrong. We want to prove ourselves trustworthy, and that was the thinking behind our 'Zero Tolerance on Downtime' initiative."

With an integrated service package, customers benefit from a full R&M contract and unlimited mileage for two years. This contract covers everything apart from specialist applications on tractor units and some rigids, explains Whittaker. "By taking the R&M package – including integrated service package – you benefit from Zero Tolerance on Downtime. We understand that if a truck is off the road, it affects more than just the vehicle. Drivers, jobs

and businesses – regardless of size – all come to a halt, so we make sure it doesn't happen."

Should there be a problem while in service, Mercedes-Benz is there, and has an average attendance time to a breakdown of 55 minutes, as well as a 90 per cent roadside repair rate. Coupled with that, there's a backup fleet – or the financial equivalent of a hire vehicle – should any bigger problems be found.

"Following a call to Service24h, if you have a Euro 6 truck with a complete service contract and your vehicle is not repaired within 24 hours, you can take advantage of the replacement vehicle," says Whittaker. "Commonly that was a chargeable option with many manufacturers, but we've included it as one of standard features for Euro 6 products."

Whittaker says that in 2015, 62.1 per cent of Mercedes-Benz's Euro 6 customers took the manufacturer's R&M contract, but he is striving for further improvements. "We are trying to provide our customers with offers that are a no-brainer," he explains. "We wanted to make a statement that would set an expectation and a philosophy of how we

Mercedes-Benz is offering a 'Zero Tolerance on Downtime' scheme



behave. It also makes it easy for our field sales people, because we've removed the need for negotiations which often cause the biggest problems for sales staff and their fleet customers."

Whittaker explains another benefit of the company's contracts is that the manufacturer, and not the dealer, has all the information at its fingertips. "We manage the book – it's not a dealer decision," he explains. "There's no dealer risk, so we can make the right long-term view and take the risk ourselves. As a result, we could be very reactive on prices to ensure the R&M contracts were priced correctly when it came to Euro 6. This approach allowed us to underwrite the costs of DPFs, when everyone thought they were going to be very expensive."

"Every DPF you can buy from us is £300 net, which means the problem of high-priced DPFs is eliminated. Whatever vehicle you have, the filter is the same price, which makes it easy for everyone to communicate to the dealer network."

MAN Truck & Bus

MAN offers a wide range of flexible service contracts for its own new and used trucks, non-franchise vehicles, trailers and body equipment. Quite an extensive list, and one which aims to suit all requirements.

"All new MAN trucks come with Warranty Xtra, a three-year comprehensive warranty and service

package, while all TopUsed vehicles are sold with a similar two-year standard package," explains Mike Williams, head of UK support aftersales at MAN Truck & Bus UK. "This two-year package (TopCare) comes with 12 months' comprehensive repair cover, and a further 12 months' Driveline component cover. In addition, the service contracts come in a range of packages to suit different customer requirements, and fleet management packages are standard on all new MAN trucks."

With the bronze package, customers are covered for all scheduled maintenance, according to manufacturer specification, as well as PMI, annual MoTs and tachograph calibrations.

The silver contract builds on the cover provided by the bronze contract, but with the addition of a fourth- or fifth-year driveline warranty covering any unexpected costs on driveline components, worldwide.

At the top of the tree is the gold package, where all scheduled maintenance and inspections, as well as repairs which are subject to wear and tear, are covered. In case of a UK breakdown, roadside assistance, towing and recovery is included through MAN's Mobile24 programme.

"Mobile 24 is included in every gold and ComfortManaged contract," says Williams. "The average breakdown attendance is 56 minutes, and more than 80 per cent are repaired on the roadside. The Mobile24 team also liaises with

Highways England to improve safety and enhance the speed of the process."

The ComfortManaged package offers the highest possible flexibility a repair and maintenance agreement can offer. This means flexible payment options, including the option of a consolidated invoice for the entire fleet, or a budgeted account with annual reconciliation. This structure allows full control over fleet repairs and support in running fleets.

"There are optional packages where applicable: for O-licence safety inspections; compliance safety inspections, annual MoT and tachograph check; safety, telematics, vehicle performance reporting, forward-facing cameras, incident data recorders and vehicle tracking and mapping," says the aftersales man.

MAN believes these packages would benefit all types of operator, offering support with compliance as well as flexibility and ease of budgeting. All but the silver package are available on TopUsed vehicles. The UpTime Principle (UTP) is MAN's promise to optimise vehicle time on the road. Constant monitoring of vehicles off the road for more than 12 hours, and support with parts supply, mean the dedicated MAN dealer network can turn around every VOR issue with minimal downtime.

"UTP focuses not only on unscheduled workshop visits, but also any type of service or repair which has an effect on unscheduled downtime," explains Williams.

DAF Trucks

"The benefits for all DAF Trucks' customers can be measured in greater productivity and reduced downtime," explains Phil Moon, marketing manager, DAF. "We believe our aftersales packages are designed to offer tangible benefits to prolong the life of the vehicle and to maximise productivity."

DAF Trucks aftersales services are delivered through its dealer network – a network of franchised dealer groups and individual, independent locations totalling 131 in the UK. Each can provide tailored support services to meet individual customer requirements.

DAF Transport Efficiency is DAF Trucks' company-wide drive to help customers reduce their operating costs. It encompasses a range of product enhancements in tandem with its aftersales and customer support services; among them, DAF Telematics, DAF MultiSupport R&M packages, PACCAR Parts (including TRP all-

“In case of a UK breakdown, roadside assistance, towing and recovery is included through MAN's Mobile24 programme.”





AFTERCARE SHOOTOUT > MADE TO MEASURE

Good parts availability is essential for reducing vehicle downtime



makes parts), DAFaid, DAFcheck, DAF First Choice (used vehicles) and PACCAR Financial – all with updated offerings, and all in place to provide operators with a complete whole-life ownership proposition.

“The importance of delivering all these aftersales ‘tools’ at DAF dealer level cannot be over-emphasised,” says Moon. “The DAF Dealer network extends to over 130 locations nationwide – twice as many as its nearest competitor – and is recognised as being the best in business.”

Moon says the beauty of the DAF product range is many DAF-branded aftersales services can be tailored to fleets, owner-drivers and the diverse range of operators in between. Because the product portfolio is so extensive, customers have plenty of choice, and technology and R&D means these solutions are being refined all the time.

“DAF Telematics – the culmination of a long-established partnership with Microlise – has recently been upgraded, and now has a remote digital tachograph download facility,” explains Moon. “The new capability will allow customers to significantly reduce both time and administration costs in the retrieval and management of tachograph data – and it



also means tacho data may be downloaded while vehicles are out on the road."

On the finance side, there is PACCAR Financial – DAF Trucks' in-house truck finance company. Among many attractive finance options, PACCAR Financial boasts Hire Plus, which incorporates three-, four- or five-year flexibility and may be tailored to any size of operation. "In addition to providing an all-embracing acquisition and whole-life-cost funding arrangement, Hire Plus is set-up and managed through the DAF dealer network, thus maintaining the fundamentally important customer/dealer interface and, in so doing, fostering successful and long-lasting business relationships," says Moon.

Other products and services available to DAF customers are:

- DAF First Choice (used truck programme managed by PACCAR Financial)
- DAF MultiSupport (a wide-ranging R&M programme, now a feature on over 40 per cent of all new DAF truck sales)
- DAFaid (the company's roadside assistance offering)
- DAFcheck (a web-based, document

management system for the recording of a fleet's inspections, maintenance and service history).

Scania

Mark Grant, Scania's aftersales director, says his company's offerings have expanded in the past year, and that the company now offers "pretty much anything you want". He explains: "We have a number of pay-as-you-go options, as well as inspection-only contracts, Service contracts (service and vehicle inspection), and Service Plus contracts (Service, plus items such as MoTs, clutch or brake lining replacement). These are

“We are looking at putting certain requirements into driver scoring, so the better the driver score, the less the R&M costs.”

typically more straightforward systems for operators, with affordable outgoings each month, taking out some of the peaks and troughs which operator costs create.

"Our standard R&M packages cover the vehicle for every eventuality, and we build them into every vehicle offering," adds Grant. "For distribution and long-haul, we give three years' full R&M from new, and on construction it's two years' from new. After that, the offers are bespoke, which means we offer connectivity elements to get data from the vehicle and replacement vehicles – it's all about finding out what the key drivers to the business are. If on-time deliveries are important, we can offer that; but if you don't need them, you can opt for something else."

Grant says he realises the most important thing for owner-drivers to do is be able to do any work, any time it arrives. And this means uptime is crucial. "We work with a lot of tipper operators, as they need to drive for as many hours as the tacho allows. We offer uptime guarantees for some operators – particularly the petroleum guys who need a percentage uptime – as well as peak vehicle requirements for bus operators."

Scania's Fleetcare department has proven a popular addition to the business, as it takes a different approach to R&M packages. "Some operators can ride out the peaks and troughs and will

survive when an engine blows up, but we realise that some can't," reasons Grant. "With Fleetcare, we will manage the schedule, monitor repairs, and make sure the compliance is covered with a bespoke package."

Grant says Scania is investigating how telematics can determine vehicle operation, and therefore maintenance requirements. "If owner-drivers aren't working, they're not clocking up miles and not paying us for maintenance," he says. "We are also looking at putting certain requirements into driver scoring, so the better the driver score, the less the repair and maintenance costs. It's a win-win for operators. The better fuel economy they get, the better the vehicle is driven and the less maintenance is needed."

"We want to make our products even more flexible for drivers; and while this is possible with telematics, we're getting so much data from vehicles to help us reduce those costs," Grant concludes. "It could be something like an alert for oil levels dropping on a vehicle – and we know we could be more proactive and work closer with operators on items such as that." ■

Best of the rest...

Key aftersales products

Volvo


- 24-hour Volvo brand positioning
- Science of Compliance – keeping in line with O-licence and OCRS requirements
- DynaFleet – Volvo's fleet management system
- The Difference – genuine Volvo parts
- Specialist Services – including trailer servicing, windscreen chip repair, wheel and axle alignment

Renault

- Warranty on all fitted parts
- Driver training; train the trainer
- Benefits in uptime, risk management and reduced fuel
- Courtesy vehicles on a case-by-case basis
- Goal is to be a cost champion for operators

Iveco

- Non-Stop Assistance
- TCO Calculator
- Bespoke service packs for each used Daily
- Elements – Iveco's procurement and distribution network (eight warehouses in Europe) for original replacement parts
- RFID tech used for tracking parts to minimise downtime



The efficiency of a manufacturer's aftercare service can make or break a deal



STRENGTH & CONTROL

The Day Group is one of the largest handlers of construction supplies in the UK, and its service reflects years of expertise

By Kieron Fennelly
PHOTOGRAPHY DAY GROUP



A major player in supply of construction materials, Day Group handles over three million tonnes of aggregates per year. The company originated in Hanworth in Middlesex before moving in 1955 to Brentford wharf, which remains its HQ.

John Day began in the 1940s by shipping coal from the long defunct Feltham sidings to London power stations. Thirty years later, the capital's coal-fired power stations were being decommissioned and Day's business

switched to aggregates. But the modus operandi remained the same: Day's trucks would collect the raw material – once coal, but now increasingly limestone and quarry products – from railheads such as Brentford, for onward delivery. This remains the pattern in 2016, but Day Group (still family owned) has expanded considerably, though its bailiwick remains essentially the southern Home Counties.

Aggregates are a heavy commodity, so delivery is only really viable within a radius of about 40

miles. Today, the firm which operates from 16 sites (half with direct rail connections) is far more than a mere haulage business: the group owns these sites, together with the substantial plant necessary for what is effectively a remanufacturing operation. Everything from grab loaders and conveyor belt systems, to vast recycling plants which process incinerator ash to make secondary aggregates – these are blended with quarried limestone to produce an entirely usable construction material with a 50 per cent recycled

Volvo grab unloads railway wagons. A £300,000 piece of kit which should last 15 years



“Today, the firm which operates from 16 sites (half with direct rail connections) is far more than a mere haulage business.”



Day took delivery of Merc Arocs in mid-2015



Truck fleet is the firm's only form of advertising

content. Recycling activity has taken off since the 1990s, reprocessing demolition waste for instance, and it has involved significant investment. Day's Purley site is close to housing, so the stone crushing machinery has to work in a dedicated acoustically controlled building.

Despite some diversification into bagged aggregates for wholesale and builders' merchants, construction

still represents 80 per cent of Day Group's turnover and has involved the firm in such projects as the Northern Line extension, Crossrail, and building Heathrow Terminal 5. With such exposure to the capital, it's no surprise that Day was one of the founders of the FORS scheme and also has complete CLOCS accreditations.

"Ideally, these schemes would all be

amalgamated into the MoT," says Day Group's transport manager, Chris Cooling, who points out that compliance has become a way of life for a company which runs its own specific Driver CPC, tachograph and customer service courses and regularly stages safety awareness events. Indeed, as tipper operators in London, Day vehicles are in the frontline both in terms of needing to comply with construction site



Site delivery: Always impressive to see a tipper body at full height



regulations and the vexed question of cohabiting with residential, and above all cycle traffic. Some standardisation of the various requirements would help hauliers, and Chris Cooling cites the example of windows in the lower panel of the cab's passenger door. "I know they don't always provide full visibility if drivers adjust the seat into certain positions, but movement sensors can fail and side cameras get damaged or

“Driver retention has always been very high.”

knocked off. I'm concerned that if TfL mandates side door windows, we will suddenly be faced with having 100 trucks retrofitted to continue to operate in London, and there just isn't the fitting infrastructure to do this."

He talks of long and unsuccessful discussions with his Volvo dealer to specify a cab from Renault (the FL cab is common to both marques) with the passenger side door already fitted.

The Day Group – which had a turnover of £90 million in 2015 – employs 420 people, of whom 160 are drivers. The construction industry demands fairly intense and continuous training; site and quarry work require additional certification in tipping and off-road manoeuvring, and of course awareness of vulnerable road users is at the top of everyone's training agenda. Day's six trainers, all ROSPA driver assessors, are van-based and work at the various sites, doubling up as relief drivers when needed. "We believe in training: this is

still a family business," says Chris, "and we like to develop skills and bringing people through the ranks. Driver retention has always been very high."

Day tippers

On the road transport side, Day has long been largely a Volvo and DAF user, essentially because the dealers have had the right offer at the right time. The dealers also maintain the fleet and for the last decade, Day has used its workshops only for trailer and plant repair. Cooling observes that ensuring dealer compliance is no small task, involving six of his people full-time.

The truck fleet itself numbers 140 vehicles; mostly 8x4 tippers, but also 6x2 tractors and some 6x2 rigids with tri-axle drawbar trailers favoured by brick and breeze-block carriers. Truck bodies are either alloy or lightweight steel, which is more robust; the trailers are aluminium and they also do occasional agricultural work as grain bulkers. Always open to new ideas, Day did experiment with a Mercedes Econic, but discovered the ease of entry of the low cab was more than offset by ground clearance difficulties, and this essentially urban vehicle also seemed underpowered for site work.

Cooling describes Day's experience of Euro 6 as "not a pleasant journey". Whereas his Euro 6 DAFs proved generally trouble-free, the Volvos exhibited continuous emissions problems apparently related to the trucks' AdBlue dosing system which, to the frustration of all parties, the dealers seemed unable to resolve. Both

eight-wheelers and tractors had problems too with their electro-hydraulic steering. These unforeseen developments caused a shift in thinking at Day and "for the first time in perhaps 25 years", the firm stopped ordering Volvos. Cooling believes this emissions fault is specific to the OEM because the three Euro 6 Mercs and 19 Scania's he bought as replacements have performed faultlessly over their 12-18 months. ■

The Day Group

Day Group transport manager Chris Cooling explained the company is essentially a manufacturer: "We run transport as a profit centre, though as we already shift 30 per cent of our product through subcontractors, you might argue we could hand it all over to them and invest the transport budget in plant and equipment. On the other hand, we don't advertise, so our trucks are our only form of visibility to the public.

"Having a truck fleet also gives us reliability and control. We need to know who is going to be building what, and know we can plan accordingly. Sea-dredged gravel has become important; incinerator ash, too. We have a portside depot at Avonmouth, and this will be a springboard to growth in Bristol and Cardiff. I have 15 new trucks on immediate order, and there'll be more this year."

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PROGRESSING PERFECTION

Trucking reveals how far one manufacturer has developed its trucks in under 20 years

By Steev Hayes

PHOTOGRAPHY STEEV HAYES

While this might not constitute a David versus Goliath scenario, with an older truck rated at 320 bhp facing the latest version with a whopping 500 bhp on tap, a drive in these two trucks from the same manufacturer, but separated by around just short of two decades, makes for an interesting comparison.

Volvo's FL10 was one of the firm favourites with fleets at the time and was also popular with drivers. As with all Volvo products through the decades, they boasted power, looks and levels of comfort which put them at the forefront of truck design and build. Likewise, the FM range has won itself an important place in fleets across the UK and Europe.

The FL10 was built from the same chassis components as the F10 and F12, but the cabs were mounted in a lower position. With a range of engine power



FL10 has low-set cab for easy entry and exit

outputs available and gvws up to 38 tonnes (the legal limit at the time), they were suited to a wide variety of operations, from local and regional goods distribution to single-driver long-haul work.

The interior was ergonomically designed and gave the driver a safe place to work, with the left side of the dash angled towards the driver, an extra low floor which made climbing in and out of ➤



Externally the pair are similar in size



“The FL10 was built from the same chassis components as the F10 and F12, but the cabs were mounted in a lower position.”

Squarer shape of
FL10 is typical of
trucks of that period





the cab easier for those on multi-drop work, well-placed dials, switches and buttons logically mounted around the dash, air-sprung seating, cab mounted on coil springs – and an option of air suspension all round on the chassis, aimed primarily at companies carrying precious cargos needing greater protection against damage.

The disadvantage of having a low-mounted cab was the inside was obstructed by the huge engine hump. But this in turn meant a short gear lever could be installed, with the resultant short throw for the driver's arm when selecting gears. A smallish steering wheel with square-shaped boss was not only attractive, but also comfortable in use. As with its bigger brothers, the Volvo steering wheel carried the choice of two horns – one sounding more like a car horn, the other a proper loud truck horn!

On the road

Getting used to the FL10 took no time at all. It was like slipping on an old, familiar, favourite pair of shoes. Fitted with an analogue-style tachograph, we searched the cab for a pen to fill in details on the tachograph disc before inserting it into the device – no digital card-type stuff here! Although the cab is low-mounted, big glass areas, good-sized mirrors and clever design still give the driver good visibility all round.

Pounding the roads once more with a truck you have to manually change gear with is great. But if I was engaged on



Good ground clearance on FL10 4x2 chassis



The 320 horses move the old Volvo along the road in haste!

multi-drop work and/or running in urban areas in stop-go traffic scenarios, I wouldn't want to go back to a manual transmission, no matter how slick. Brakes are effective, but the exhaust brake button on the floor near the foot of the steering column remained unused during the drive, as they are ineffective and nothing like the powerful VEB engine brake Volvo later developed.

The truck was grossing just shy of 30 tonnes (allowing for its age), but it still gave a good account of itself and showed why

ABOVE The interior of the FL10 is well laid out and the dash and interior layout of the FM-500 is remarkably similar to this

Volvo has been at the forefront of truck design and build for as long as it has.

Stepping out of the FL10 and into the FM-500 was a bit of an anti-climax at first. I really wanted to have a whole day with the FL10 initially, but once behind the wheel of the FM, my mind soon began to change. Selecting Drive and easing the truck out of Volvo's (and now Renault's too) Warwick headquarters and into the afternoon traffic soon brought home how good trucks of today are, and how much truck design and development has moved on.

We travelled the same route as with the FL10, but in this truck it was a lot easier. Manufacturers and industry

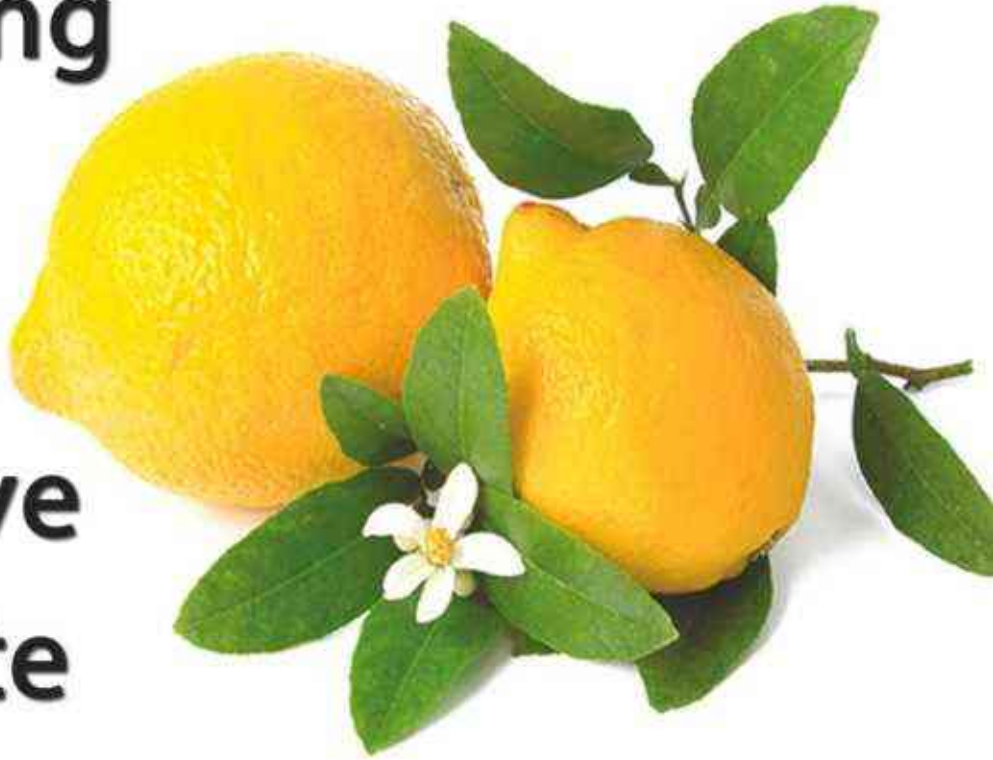
Size and shape of the FL10 led to it being called a 'Wendy House' by some drivers



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Specifications

- **Make:** Volvo FL10-320
- **Built:** July 1998
- **Cab:** Sleeper with Airflow
- **Engine:** D10A320 Euro 2
- **Gearbox:** R1400 nine-speed
- **Drive-axle:** RAEV85
- **Diff ratio:** 3.56:1
- **Front axle capacity:** 6.7 tons
- **Rear axle capacity:** 13.0 tons
- **Suspension front:** Parabolic
- **Suspension rear:** Air bellows
- **Tyres:** 295/80R22.5
- **Fuel tank:** 410-litre capacity
- **Fifth wheel:** Fixed

- **Make:** Volvo FM-500
- **Built:** March 2015
- **Cab:** Globetrotter LXL sleeper with air kit
- **Engine:** D13K500 Euro 6
- **Gearbox:** AT2612E I-Shift 12-speed with TP-FUEC3 software package
- **Drive axle:** RSS1356
- **Diff ratio:** 2.64:1
- **Front axle capacity:** 7.1 tonnes
- **Drive axle capacity:** 7.5 tonnes
- **Rear axle capacity:** 11.5 tonnes
- **Tyres front axle:** 385/55R22.5 Michelin XFA2 Energy
- **Tyres pusher axle:** 385/55R22.5 Michelin XFA2 Energy
- **Tyres drive axle:** 315/70R22.5 Michelin X Line Energy
- **Fuel tank:** 550-litre capacity
- **AdBlue tank:** 100-litre capacity
- **Fifth wheel:** Fixed

Verdict

These two trucks are a world apart – well, they were built 17 years apart to be precise – but they are both well suited to their eras. I once owned a Harley Davidson motorcycle and, although it was the most troublesome and unreliable motorcycle I'd ever owned, the reason I kept it was every time I rode it, it gave me a huge smile. I had the same reaction driving the Volvo FL10. It took me back to a time when driving was a pleasure with less pressure, the pay was good and facilities for drivers were far better and more plentiful.

However, climbing aboard the FM-500 brings you bang up to date. With the superb I-Shift automated transmission, those 500 horses and the advantage of lighter build and better interior materials (even though driving today is more stressful), the technology in the FM takes some of that modern day pressure away from the driver. With I-See Predictive Cruise Control, Electronic Stability Programme, Adaptive Cruise Control, Forward Collision Warning, Lane Change Support, Lane Keeping Support and Driver Alert Support in its armoury (technology unheard of in the FL10's era), drivers and other road users around them today are far more cosseted and protected than those of less than 20 years ago. We reckon these trucks are both winners in their own right!

journalists – including this one – bang on about how the technology in modern trucks makes the driver's life easier and takes the hard work out of driving, so they can keep their eye on the road and what's going on around them. But this road run really did prove how true that is. The FM is literally a point-and-shoot truck. Gearshifts are taken care of by the brilliant I-Shift transmission, while the 500 bhp motor is reassuringly powerful enough to tackle even the toughest of



Five hundred horsepower is an industry standard now



Modern materials have improved interior fit and finish

routes. The Globetrotter LXL cab interior is tall, wide and capacious with lots of storage, and the cabin is an incredibly quiet workplace. The dash mimics that of the FL10, with left side angled towards the driver, proving that good design is as important now as it was 17 years ago. The steering wheel is similarly proportioned to that of the FL10, but now bristles with switches so the driver can operate various functions without taking his eye off the road or his hands off the wheel.

Volvo has been producing strong, comfortable and, above all, safe vehicles for many decades now. Spending time in these two trucks from different eras clearly illustrates how the Swedish truck manufacturer has developed and incorporated safety features and ingenious technology into its trucks, ensuring those using its products (and those who come into contact with them) benefit from the huge investment in ongoing truck development programmes. ■

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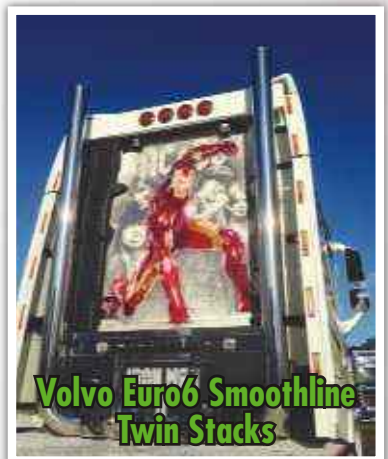
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PHOTOGRAPHY VARIOUS



■ FTA Yearbook of Road Transport Law 2016

Author: FTA

Publisher: FTA

Web: www.shop.fta.co.uk

ISBN: 978-1-905849-45-1

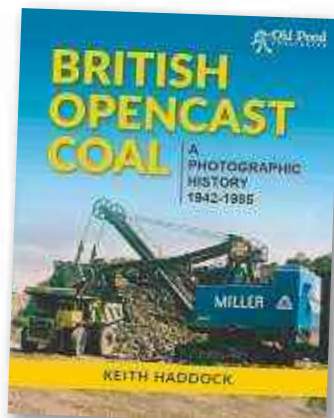
Price: £42 (members),
£80 (non-members)

The Freight Transport Association has published a new edition of its respected *Yearbook of Road Transport Law* which has been fully updated for 2016. Now in its 54th edition, the *Yearbook* has

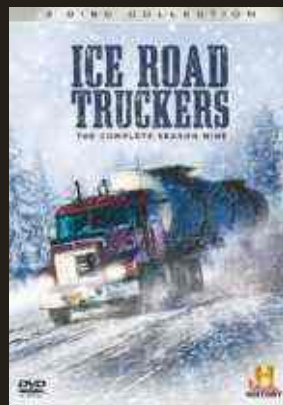
become an indispensable guide for fleet operators. At 460 pages, it includes reams of information on every aspect of road transport operation, from driver's hours, records and tachographs, through Driver CPC and licence requirements, to guidance on Construction and Use of vehicles, loading regulations and Type Approval – to name but a few of the subjects covered.

Comprehensive and reliable, keep this within easy reach. AS

OUR RATING ★★★★★



DVDs of the month



■ Ice Road Truckers Season 9

Certificate NA

Run time 760 minutes

Price £14.99 (Amazon)

Series 9 of the evergreen History show pitches established player Polar Industries against a new, upstart company headed by ex-employee Darrell Ward as they fight for work and against the harsh conditions of Canada's epic frost season. Expect the usual trials and tribulations – but this year, the thaw happens earlier than anticipated, meaning the stakes are even higher. AS

OUR RATING ★★★★★



■ The Martian

Actor: Matt Damon

Certificate 12

Run time 141 minutes

Price £9.99 (Amazon)

With a non-fantasy plotline, we feared the 'never-ending taught emotion' of something like *Gravity*. But what we actually get is something with pretty much the right balance of all plot aspects. Maybe Mars life was too cosy occasionally, and 'rescue' problems did solve a little too easily – but this is still a good watch and well worth your time. SC

OUR RATING ★★★★★

■ British Opencast Coal: A Pictorial History 1942-1985

Author: Keith Haddock

Publisher: Old Pond

Web: www.oldpond.com

ISBN: 9781910456071

Price: £29.95

Author Keith Haddock's latest

hardback presents a superb look at the UK's opencast mining operations over a 43-year period. It charts a comprehensive journey through Britain's coal-mining heritage, with over 360 photos of machines at work. AS

OUR RATING ★★★★★

NEW & RECENT MUSIC RELEASES



■ The Country Album

Artist: Various

Label: UMTV

Price: £8.99 (Amazon)

This new compilation aims to squeeze the very best of country music into one two-CD set – and it largely delivers. There are a few duds, but the genre is well represented by the likes of Kenny Rogers, Lady Antebellum, Dolly Parton, Johnny Cash, Glen Campbell, Bob Dylan and more. AS

OUR RATING ★★★★★



■ Swing

Artist: Various

Label: My King Of Music

Price: £4.99 (Amazon)

Much better than you might anticipate, this album is smooth, it flows, it's inoffensive, and it's pretty good background music you'll not find too irritating. Yes, it's budget fair – and yes, we can spot the 'included to keep costs down', don't-quite-fit tracks that appear a little too often – but at under £5, who cares? SC ■

OUR RATING ★★★★★

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This pair of long-haul favourites are pushed to the limits here. It's 44-tonnes gross all the way, and some seriously rough sites. A stern test!



DIRTY DEEDS

Transporting scrap is hard on a truck – and a driver. So this pair needs to be as tough as they are comfortable to live in all week. But which is best?

By **Dougie Rankine**
PHOTOGRAPHY STEVE McCANN



When we first met the guys from Bri-Chez, their trucks were spotless and basking in the sunshine at Truckfest Peterborough. The firm specialises in scrap and used tyre transport, running a fleet of Mercedes-Benz, DAF and Renault tractor units, mostly hauling steel tipping trailers. It's tough, heavy work, with plenty of difficult and dirty places encountered each week. With DAF traditionally making up the bulk of the fleet, the MP4

Actros has been a more recent addition - so we had the perfect candidates for a Truck on Trial.

Upon arrival at the yard on a freezing November morning, the two trucks in question had barely even had the chance to cool down after a hard week's graft. They may not look like they did on that fine day back in May last year, but we make no apologies for that - these are hard-working trucks that encounter some fairly awful terrain at times. In fact, one of the company's other trucks, a Renault Range T, was being ➤



The Actros has the edge over XF on mpg, but not on pulling power

jacked up at the time to have two punctures repaired. An occupational hazard when you have to take trucks off-road so often.

Bri-Chez was established by Brian Anderson and Peter Sczesniok (AKA Chez). They worked for the same company at one point, then the company was bought

out and there were redundancies. To cut a long story short, the pair ended up going into partnership after being asked if they could transport old tyres. Their first lorry was a DAF CF Space Cab 6x2 with 17.5 inch midlift wheels – a popular choice for hauliers looking to maximise payload. The business kicked off from

Spec: Mercedes

- **Model:** Actros 2445 LS 6x2/2
- **Design/plated weights:** GVW 25,000 kg / GCW 44,000 kg
- **Chassis:** L-cab BigSpace, 2.50 m level floor. High strength with continuous U-section side members with constant web height, wheelbase 4000 mm, 450-litre diesel tank, 30-litre AdBlue tank
- **Front bogie:** Two-leaf front springs with shock absorbers and anti-roll bar. Dropped beam front axle. Max load: 8.0 tonnes. 315/80 R22.5 Bridgestone tyres, alloy wheels. Hydraulic power steering with adjustable steering column
- **Rear bogie:** Four-bag rear air suspension system with Hendrickson lifting mid-axle. Max load 11.5 tonnes rear, 7.5 tonnes midlift. 315/80R22.5 Bridgestone tyres on drive axle, alloy wheels
- **Engine:** Mercedes-Benz OM-471 12.8-litre six-cylinder, Euro 6 emissions
- **Max power:** 449 bhp @ 1700 rpm
- **Max torque:** 2200 Nm @ 1000-1400 rpm
- **Gearbox:** Mercedes-Benz Powershift 3 12-speed automated transmission G 211-12, single-disc clutch. Final drive ratio: 14.93-1.0. Final drive ratio: 2.733
- **Brakes:** Electronic braking system with ABS and ASR. Ventilated disc brakes on front and rear axles. Mercedes-Benz three-speed 300 kW engine brake
- **Electrics:** 80 amp alternator, 2x 12V / 220 Ah batteries
- **Extra equipment:** Refrigerator, Bluetooth, luxury mattress

Driver's verdict: Trevor Marsden, Merc



"This is my second truck at Bri-Chez; I had a Volvo FH460 before the Actros. There's a lot of good points to the Mercedes-Benz, but also some negative ones. On the one hand, it's a lovely lorry to drive, it's smooth and comfortable

and I really like the way the interior is laid out. There's loads of room inside, although with the BigSpace cab cupboard space is a bit limited. I would say it's almost too comfortable!

"The same can't be said for the mattress, though; I was surprised to find out this was the luxury version. I've had to put an extra layer on top of it as I don't think it's that great. The gearbox is OK; it's not on a par with the Volvo I had before. It seems like it has to think about

what it's going to do next, when the I-Shift would always be one step ahead. The "rock free" function for when the truck gets stuck doesn't really do anything either. The truck has to go places you wouldn't want to take a Transit though, and I think it's pushing the capabilities of what is basically a highway truck. I'd be interested to see what the Actros would be like in comparison on work like this.

"The biggest issue I have with the truck is it's underpowered for 44-tonne work. This would be a great truck on general haulage, but it's strained at maximum weight. It's supposed to be 450 bhp, but the Volvo, which was only 10 bhp more, seemed much more powerful. There's a hill we run up a lot, and the Actros is down to about 19-21 mph on it, while the Volvo could hold 30-32 mph – and that doesn't seem right to me. I'd like to see how the 480 and 510 bhp versions compare."

there and they now have nine trucks and employ six subcontractors. Brian's sons are both part of the business; Tony works as transport manager, while Neil deals with the accounts. Chez's son Robbie works processing tyres which are collected from all over the country.

Recycling and re-using tyres is big business. Old tyres are graded and some can be re-used in other countries; there's a container load which leaves every month for Africa. Others can be shredded for fuel, and there are also some used for drainage. Interestingly, the days of the remould tyre seem to be

The 17.5 inch wheel midlift axle saves a clear 500 kg on kerb weight, so it's favoured over the superior traction a tag axle could offer



“Recycling and re-using tyres is big business. Old tyres are graded and some can be re-used in other countries.”



Airy, spacious Actros cab features a flat floor and modern dash layout with plenty of drawer space

finished, thanks to the availability of cheap imports. Bri-Chez collects tyres from just about anywhere you can think of; from farms where they were used on silage pits, to industrial sites and quarries. And it's not just car tyres, either; it's everything including trucks, tractors and excavators. Some of the biggest tyres will still go to landfill, but there is now a paper trail. "There's an EEC scheme in place which means those big tyres will be marked with the country of origin, so if a tyre was made in Italy, it has to go back there at the end of its life," explains Chez.

Looking at the two trucks, the MP4 Actros arrived in 2012, toward the end of Euro 5, while the 'classic' XF was about to be replaced by a new model for Euro 6. ➤



Driver's verdict: Alan Wallis, DAF



"I've been driving for 21 years, and I've been here at Bri-Chez for five and a half years. Previous to the DAF XF, my favourite lorry was the Volvo FH. I had a 480 version, and I do miss the I-Shift gearbox. The Volvo was a great lorry to drive, but in many respects the DAF knocks it out the park, especially when it comes to the accommodation. The SuperSpace cab is massive; the living quarters knock the spots off any other lorry I've driven. The mattress is superb.

"I find the XF is always stable on corners, the steering is sharp and it handles well; the driving seat and the position are ideal for me. The exhaust brake works well too; descending the

likes of Windy Hill on the M62, you can knock it onto the top setting, it'll drop into 11th and hold you steady all the way down with only the occasional touch of the brake needed. We run at full weight almost all the time, too.

"The engine is quite willing. It's nothing spectacular, but it gets on with the job. I think the biggest minus point is the gearbox, which is sluggish to react when pulling away and can be unresponsive when you're trying to squeeze into a tight space. I would like to see what the new XF is like in comparison, as I've heard it's a lot better.

"Overall, the DAF is a great lorry. It has to put up with some really rough loads and dirty work. I try to keep it as clean as I can. It's not always possible on the outside, but on the inside it's your living room, bedroom and office."

There was a scramble to buy the last Euro 5 trucks at the time, due to concerns about the complexity of Euro 6; concerns which seem to have been unfounded, with many operators reporting better fuel economy and reliability. The Bri-Chez DAF fleet is usually spec'd with small midlift wheels

and Space Cab, but this example was picked up as a cancelled order.

The Actros is clearly the newer model of the two. It's a unique experience to climb up the five steps into the towering, flat-floored cab. There's so much room to move about inside, especially with the passenger seat folded up. It's worth



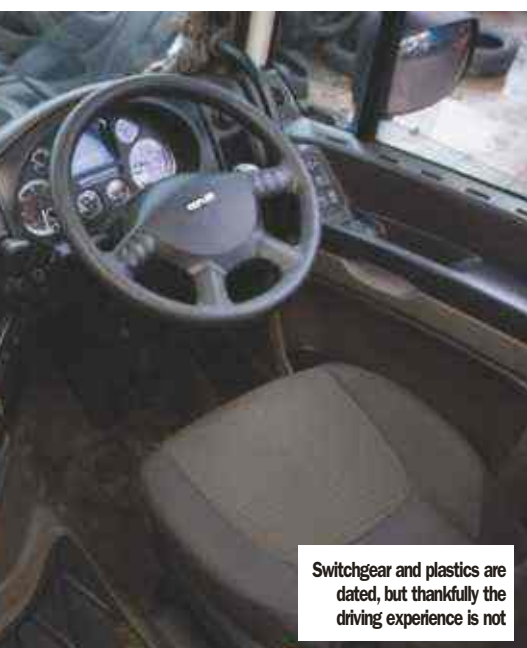
The other XFs on the fleet are Space cabs with the same 17.5 wheel midlift as the Actros





“The Bri-Chez DAF fleet is usually spec'd with small midlift wheels and Space Cab, but this example was picked up as a cancelled order.”

Old-shape XF looks good in SuperSpace form and is still one of the best of the big tractor units to drive



Switchgear and plastics are dated, but thankfully the driving experience is not

noting this is 'only' a BigSpace model, not the GigaSpace. There's not a lot of visual difference between the two, unlike the DAF variants. Storage space in the overhead lockers is smaller than the Giga – that's the only difference. The fridge is a good size and the bunk is more than adequate. Sitting behind the wheel, which benefits from a huge range of adjustment, you can see the thought that has been put into the layout. The drawers in the centre console are very handy, the cupholders are well placed, and the heating and all the switchgear mirrors you would find in a Mercedes-Benz car, which adds to the quality feel.

The driver's seat is quite hard though, and it doesn't adjust as low as it should. Take it out on the road and the view offered from being seated so high up means you can see way ahead. But on the

Spec: DAF

- **Model:** 105XF FTG 460
- **Plated/design:** GVW 23,400 kg (26,000 kg plated). GTW 44,000 kg (50,000 kg plated)
- **Chassis:** Mechanically suspended SuperSpace cab, external translucent sun visor. Air-suspended driver seat, 3980 mm wheelbase, 525-litre aluminium diesel tank, 75-litre AdBlue tank. Jost JSK38PST fifth wheel coupling
- **Front bogie:** Front axle type 152N, 100 mm vertical offset. Parabolic leaf suspension with shock absorbers and stabiliser. Max load: 7.5 tonnes. Hydraulic power steering, with adjustable steering column for rake. 295/80x22.5 wheels and tyres
- **Rear bogie:** Single reduction driven rear axle type SR1347 with adjustable four-bellow air suspension, including shock absorbers and stabiliser. Max load: 11.0 tonnes drive axle, 7.5 tonnes midlift. 295/80x22.5 wheels & tyres
- **Engine:** MX six-cylinder, turbo intercooled, 12.9 litres, electronically controlled common rail fuel injection. Euro 5 AdBlue emissions control system
- **Max power:** 462 bhp @ 1500-1900 rpm
- **Max torque:** 2300 Nm @ 1000-1410 rpm
- **Gearbox:** 12-speed AS-Tronic automated gearbox. Rear axle ratio: 2.80. Gearbox ratio: 15.86-1.00. Mechanical diff lock. Single-plate clutch, asbestos-free dry plate, hydraulically operated and pneumatically assisted. Diameter: 395 mm
- **Brakes:** MX combined engine and exhaust brake; dual circuit full air brake system with ventilated discs front and rear. Air compressor with heated air dryer. Emergency/parking brake with spring brake actuators on rear axle. Pneumatically operated exhaust brake (165 kW @ 3200 rpm); ABS, EMS
- **Electrics:** 80 amp alternator, 2x 225 Ah batteries
- **Additional equipment:** Xtra-Comfort pocket sprung lower bunk mattress, hands-free kit, 42-litre fridge, skylights & foglights



Controls and switches are logically grouped and have a quality feel. Radio is over-complicated



MERC ACTROS : DASHBOARD & CONSOLE

other hand, when you're trying to manoeuvre in a tight spot, it can be a disadvantage. It also means there's a sensation of sitting on top of the truck rather than being part of it, and there's a fair bit of body roll. The steering is fairly numb too. It's as though this truck has been designed to get from one place to the next with the minimum of fuss, and Mercedes-Benz has achieved that aim. But it's not involving to drive.

One of the main issues with this vehicle is the Powershift 3 transmission. You can't often leave it in auto and forget about it. It does some weird stuff, like trying to pull away in way too high a gear when loaded, or upshifting when turning right on a roundabout. The upshot is manual mode has to be used often. Would a software update help?

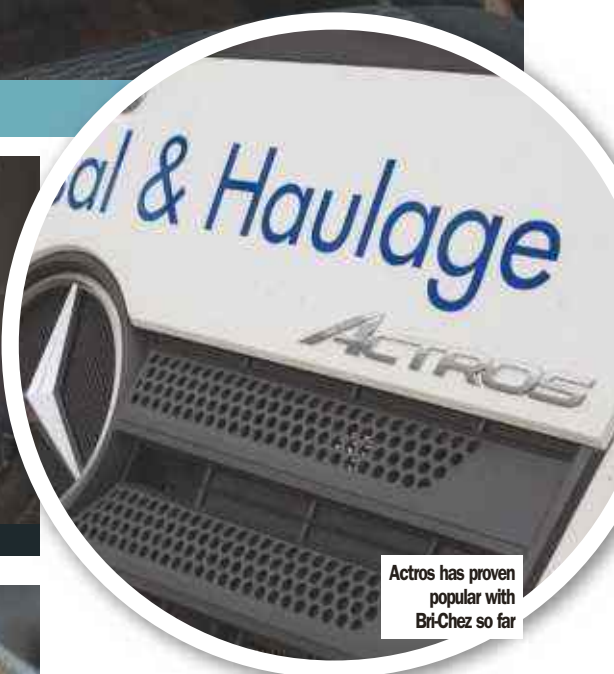
Ultimately, this Actros' strengths are the accommodation and the way it'll eat up miles on the motorway. It's still flawed though; as a house on wheels it's excellent, but as a driver's truck it's only average.



Fridge/freezer is a decent size and tucks under bunk



Phone and trip computer controls on wheel are useful



Actros has proven popular with Bri-Chez so far

The DAF 105XF Super Space evolved from the 95XF in 2007 and has earned a reputation as one of the best of the big cabs. The cab floor sits substantially lower than the Actros and has a small step, but the space inside is equally vast. Now, if you've spent time in the new 106XF (or an Actros for that matter), to

Operator's verdict: Peter 'Chez' Szczesniok

"We started off running DAFs as we liked the dealer support. They were good, and we run all our trucks on full R&M contracts. The service we received has been excellent. We spec the trucks for maximum payload and run three other XFs, which are Space Cabs and use the lightweight midlift with 17.5-inch wheels.

"This particular truck was a cancelled order. We got a good deal on it, but it's not what we would usually spec. It's a full twin-steer set-up and half a tonne heavier than the others.

"I've been driving since the 1970s and my first new truck was a Volvo F88. In recent times, I've favoured DAFs. We heard a lot of good things about the Actros and decided to give one a go. I'll be honest and say the Actros has really grown on me. I've been very impressed with it. The XF feels solid, really nice to drive and handles well, and I didn't

think the Actros would be able to match it – older Mercs I've driven in the past never impressed much. But the new one is in a different league. It definitely has a different feel to it than the DAF, but not in a bad way. It's very comfortable, and the cab is huge. For a driver who is away all week, it's perfect.

"Both trucks use around the same amount of fuel. Checking in at around 7 to 7.5 mpg, the Actros is perhaps slightly better, but it depends on the terrain a lot of the time. Its gearbox could be better though; it can be quite slow to react, and can also be indecisive. Power-wise, there's very little in it too. The DAF is better, but we have two Renault Range Ts on lease and the auto 'box set-up in those is better than both. Due to the places we are driving, one of the biggest problems we have is punctures. They seem to

come in spates. Our drivers are good lads though; they look after the trucks and

know to check the tyres often. Overall, we are pleased with both our DAF and Merc trucks. There isn't much between them, so it's important the service support is good."



Side locker is a good size – but the cab is so high up, you may struggle to get to items at the back!



MERC ACTROS: FRONT



MERC ACTROS: REAR

No mistaking the Mercedes-Benz family look

get back into a 105 is a bit like taking a step back in time. It feels old and in need of replacement. The dash layout is now starting to date quite noticeably, from the plastics used to the big rectangular switches and the orange, big-pixel trip computer display. It's not a major issue – DAF has, after all, opted to keep the overall shape of the dash in the new model, updating all the materials and switches. There's much more of a cockpit feel to the DAF in the way the dash curves toward the driver, the seat is better than in the Merc, and it feels like driving a truck as opposed to a desk with a steering wheel. The bunk is superb, as is the fridge.

While it might look old these days, the 105 is still good to drive. The 460 bhp MX engine is one of the better "standard ➤



TRUCK ON TRIAL > MERCEDES ACTROS 2445 VS DAF XF 460

issue" mid-450 engines. The engine-brake can't quite match up to the Actros though, which works very effectively on the top setting. The DAF's can't manage to hold the truck back on motorway descents as effectively (though it's much improved on the new truck, to be fair).

AS-Tronic gearbox performance seems to vary from truck to truck. Some can be responsive, with others sluggish. There are software updates available from DAF, so it's worth enquiring about on an older truck. Low-speed manoeuvres can be a pain at times, as the throttle sometimes doesn't respond well on uneven ground or slopes – and that can become tiresome if you're doing off-road work.



DAF XF: FRONT



DAF XF: REAR



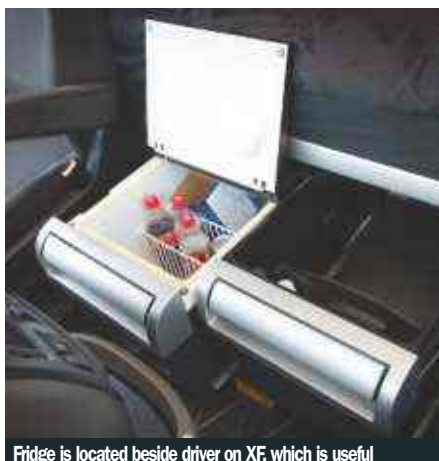
Radio and phone hark back to another time. Trim is simple and hard-wearing



Driving position is spot-on in the XF. DAF does make a nice steering wheel, too

“The handling and response from the steering are excellent, and it rewards the driver more than the Actros.”

On the road, the 105XF is still one of the best trucks to drive. The handling and response from the steering are excellent, and it rewards the driver more than the Actros. Driver opinion of the two trucks tends to be split. The Actros is a bit 'love it or hate it'. There's no right or wrong – some absolutely love the



Fridge is located beside driver on XF, which is useful



Euro 5 MX engine does well at 460 bhp

Excellent dial layout, but the computer screen looks dated



DAF XF: INSTRUMENT CLUSTER

commanding driving position and huge cab, and would level criticism at the DAF for being seriously outdated. Even the new model feels old in comparison.

But we think both manufacturers could learn from each other; the Actros could use a dash of DAF driver appeal, while the XF (and we include the 106 in this) could benefit from a more modern cab. Both are accomplished trampers' trucks, and Bri-Chez is happy with them. With its trucks on full R&M, this emphasises the importance of dealer back-up. ■



Engine brake is praised by the driver

Tester's verdict: Dougie Rankine

Both these trucks are testament to just how effectively a standard, modern tractor unit can cope with hard work. If you compare the life other Actros or XF units will have on trunking or fridge duties, this pair has a much tougher workload. Landfills, farms, scrap yards and other off-road locations aren't places you would ideally want to take a midlift tractor, but for Bri-Chez that's just one of the facts of life. If these trucks weren't up to the job, Bri-Chez would soon find them out. Pleasingly, both Actros and XF are coping well.

Although on paper they are similarly spec'd, they are very different to drive. Merc has made huge strides with its trucks in recent years. It has the accommodation sorted, and its next task is to refine the Powershift transmission. As it is, we'd rate it as 'good, but could be better'.

As for the XF, DAF has had an excellent product out there for years, but it's showing its age, even in Euro 6

106 form (although much less so). The fact that even this older model is still so competitive proves how right DAF had it, and why it'd be sceptical about making wholesale changes to something so popular. The next generation of DAF cabs are being developed now and by the time they arrive, they'll be very welcome, as would a bigger engine option.

So which is better? For an operator such as Bri-Chez, there is barely anything in it in terms of price, reliability and running costs, so it's the service from the dealers that's the greatest variable. My personal preference is I would accept the old-fashioned aspects of the DAF, as it is more enjoyable to drive and has a better bunk. But then I have friends who wouldn't give up their Actros for anything. Both manufacturers have good, solid products, but neither can afford to rest on its laurels, such is the intensity of competition.

By David Humphries
PHOTOGRAPHY DAVID HUMPHRIES



SHANE HARESIGN'S VOLVO FH500

■ MAN AT THE WHEEL...

Name: Shane Haresign

Age: 34

Nickname: Shanus

Experience: Started at 21, did low-loaders and tippers

Hobbies: Trucks, attending the shows and family time

Favourite truck: Volvo F10

Oscars: Phil Proctor for use of the truck, my wife Gemma for her patience, and many more...

■ THE TRUCK...

Make & model: 2014 Volvo FH500 auto

Owner: Proctor & Son (Haulage) Ltd

Based: Belchford, Lincolnshire

Custom stuff: Top and bottom light bars with spots, perimeter kit, sidebars, artwork and much more...

Best thing about it: Images of my two children airbrushed on the front wings. I like everything about the FH

Gongs: Best Working Artic at Snetterton 2015 (Steve Horne Truxx Factor), and still trying!



Team Volvo: Covering Lincolnshire, and beyond





YOUR
WINNER



BEST TRUCK IN BRITAIN 2016

You've crowned Philip Judge's stunning Volvo FH the country's top working truck!

By Andy Stewart

PHOTOGRAPHY DAVID HUMPHRIES / ANDY STEWART / STEVE McCANN

Well, this was certainly an exciting race! You've voted in your thousands on our Facebook page (www.facebook.com/truckingmag), the results are now in – and we can say without any doubt that Philip Judge International has picked up the top gong this year in

“I'm incredibly proud of my little Swedish super trouper! Philip Judge”

our Best Truck in Britain contest.

We kicked off the competition in the February issue, and since then our Facebook page and mailbag has been inundated with readers wishing to vote for their favourite vehicle.

Alongside Judge's FH, in the running this year was Atkinson's silver Scania T-cab, Paul Hinchliffe's DAF XF, David Philip Commercials' Scania R480 and

WTT's airbrushed *Game of Thrones* Merc Actros – stiff competition indeed, but there could only be one winner.

When all the online and postal votes were counted, Judge's FH led the pack with a whopping 1129 votes. However, Atkinson's T-cab fared very well indeed, coming in a close second with 851 votes.

DPC's bright-orange Scania took third place with 265 votes, while Hinchliffe's DAF came forth with 186. Bringing up the rear was WTT's Actros, which picked up a respectable 122 votes.

In truth, it turned out to be a two-horse race pretty much right from the start, as Judge's FH and Atkinson's T-cab edged out in front of the pack at a very early stage. But ultimately, the gap widened and the tidy FH rigid managed to pull ahead to a clear win.

“Completely humbled by this! So, so kind, and I can't thank everyone enough for such kind comments,” said the man himself, Philip Judge. “I'm incredibly proud of my little Swedish super

2ND
PLACE



3RD
PLACE



4TH
PLACE



5TH
PLACE



trouper! Again, thank you everyone – I salute you.”

Our hearty congratulations go to Philip – and indeed all the owners of the trucks shortlisted for this year's contest. They are all superb examples of Britain's top-class working vehicles and they set a very high standard indeed.

Of course, we'll be talking to Philip about his winning vehicle in the near future, so keep an eye out for our special feature very soon. ■

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OWNER-DRIVER PROFILE › CHRIS HAYES

Owner-driver Chris Hayes first got into trucks via rides in his father Alan's tipper



STEELY DETERMINATION

Chris Hayes has truly experienced the highs and lows of being an owner-driver. But with determination and support from family and colleagues, all has come good in the end

By Steve Mooney

PHOTOGRAPHY CRAIG ECCLESTON

Chris Hayes, an extremely affable chap from Blidworth in Nottinghamshire, is a self-confessed truck fanatic. His fascination dates back to his childhood, when he and his younger brother Richard used to sit in their father Alan's Volvo F86 tipper, which he used for bulk haulage.

"It is fair to say getting into dad's truck and sometimes joining him on trips at the weekends is where it all started," says Chris. "I guess, in retrospect, it was way back then that I initially discovered I had diesel in my blood, as it were." Delve a little deeper though, and it's not just diesel that pumps through Chris' veins. "I am an absolute fan of Volvo trucks," he

says. "As with a piece of seaside rock, you'll find the Volvo iron mark running right through me!"

Chris' Volvo allegiance is most vividly illustrated through a Volvo F10 he bought in 2001. "I was working in IT at the time," he says. "I saw the Volvo F10 and just thought it would make a great refurbishment project, and once tidy I was going to take it to truck shows."

Refurbishment transitioned into more of a restoration and to this day, Chris and his now spotless F10 are to be found on the show circuit. The intervening years can perhaps best be described as a bit of a roller-coaster for Chris, but the recent purchase of an FH 6x2 tractor unit, and a steady owner-driver opportunity with a large steel company, see him at the top of his game. ➤

“As with a piece of seaside rock, you'll find the Volvo iron mark running right through me!”





OWNER-DRIVER PROFILE › CHRIS HAYES

Chris's FH was spec'd with Globetrotter XL cab and packs 500 horses



For Chris, being an owner-driver has meant a good work-life balance

"I'm in a really good place now," says Chris. "Operating as a sole trader and working hours which give me valuable time with my family means I've been fortunate enough to strike a great work-life balance. And each day I get to drive what I believe is the best truck on the market."

And what a truck it is. At first glance, it's a Volvo FH 6x2 with a medium-height chassis, a Globetrotter XL cab and

wheelbase of 4.1 m. Powered by a D13K 12.8-litre engine producing 500 bhp and up to 2500 Nm of torque at between 1000 and 1400 rpm, it also boasts some 375 kW of retardation thanks to the Volvo engine brake and exhaust pressure governor, with enhanced performance from an additional exhaust rocker control. Power is transmitted to the road via a 12-speed I-Shift automated mechanical gearbox.

Look closer though and the attention to detail is second to none. "I elected to go for the Volvo Drive Plus+ cab package alongside the living and audio advanced packages," says Chris. "I must say the ride is sublime, and living in this cab during my nights away is nothing short of luxurious."

Fully kitted out

The opulence extends to full leather seats, a leather steering wheel, electrically operated driver's seat with memory positioning and integrated cooling, a 90-degree swivel and tilting passenger seat and wide lower bunk, as well as a height-adjustable and foldable top bunk. "There's a television, microwave, fridge-freezer and loads of storage," says Chris.

A personal touch comes in the shape of the tartan curtains and tiebacks made to Chris' specification by SD Truck Interiors of Whitburn in Scotland. "I really like the tartan and I think the colours really suit the truck," says Chris. "I even found a 1930s Volvo logo, which SD Interiors have embroidered on the tiebacks. Quite subtle and a bit retro, but I think it looks great."

Externally, the Volvo FH oozes quality too. There's a light bar and additional spotlights fitted by Tranztech of

Tasteful tartan curtains and tie-backs feature retro '30s Volvo logo





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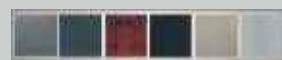
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OWNER-DRIVER PROFILE › CHRIS HAYES

Wisbech. The custom truck specialist also designed and fitted a perfect example of chequerplating, which incorporates a fully lined chain well. Bob Elbury of DJ Elbury & Son has colour-coded all the plastics and painted the grille. He has also made a stunning job of putting a metal flake Volvo iron mark badge on the back of the battery box, which is finished to the highest standard. "You can spend the whole day running your fingers over this and you'll not feel the metal flake through the finish," says Chris. "It is real quality."

And when it comes to wheels, Chris specified factory-fit Alcoa Dura-Bright EVO aluminium rims from the outset, primarily for appearance – although there are also the advantages to be had from weight saving in terms of fuel efficiency and load capability. "It's pretty

rare that I run up to 44 tonnes," says Chris. "When I do though, the aluminium rims can tip the balance."

From IT to HGV

Chris' professional journey in transport dates back to 2004, when his brother and two colleagues from the IT firm at which he worked partnered on setting up a haulage company for general and refrigerated distribution. "Our very first

“Tranztech of Wisbech designed and fitted a perfect example of chequerplating, which incorporates a fully lined chain well.”

truck was a Volvo FH Version I, which was simply fantastic," says Chris. "This really was an awesome truck, and it pulled like nothing else!" He then sold it and bought two 430 bhp DAF tractor units with XF Space Cabs. "My brother and I both drove and sub-contracted ourselves out to Gregory Distribution in Devon. We carried general freight out of

the South West including cider, cheese and whey powder up North. On the return legs, we brought back bottles, timber and fertiliser."

With two trucks on the go, the brothers became involved in the transportation of bakery products in and around Doncaster. "The majority of this work was moving products between factories," explains Chris. "In the main, we were taking mince pies from the production line to freezer units.

Although a very seasonal product, mince pie production started around Easter and then from October onwards it was all about general distribution."

Such was the demand for the bakery products that Richard and Chris rented a third truck and hired an agency driver. "After three hectic years of us working six days per week, we received a phone call in February 2007 to inform us the bakery company had gone into administration," says Chris. "This dealt us a severe blow, as we were owed quite a lot of money at the time. With what we had in the bank we managed to pay all our creditors in full, but that left us with no business and literally just a couple of quid in our pockets."

For the next two years, Chris found work driving for another haulage



Shiny Alcoa Dura-Bright wheels set off the smart metal flake paint job

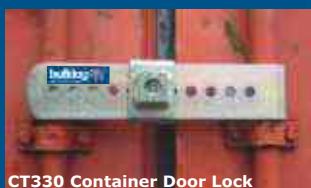


Chains sit neatly inside the Tranztech-designed chequerplate well

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OWNER-DRIVER PROFILE | CHAS HAYES



Chris roping and sheeting as he gets ready for the road. A seldom-seen skill nowadays

company carrying plant and machinery on low-loaders, but in early 2009 he was made redundant from this too. "This was a pretty low point," admits Chris. "But it was perhaps also the beginning of where I am today."

Without work, it was the faith of Chris' father-in-law that helped him turn the corner. "My father-in-law was simply amazing," says Chris. "He saw my predicament and bought me a 2003 DAF XF, which I was able to put to work carrying ice and refrigerated goods. I worked hard and was able to pay him back in full for the truck within six months," enthuses Chris. In 2010, business was such that Chris was able to invest in a three-year-old Volvo FH Version 2.

"Around this time, I started to do some work with flat trailers too, carrying steel out of Dover and distributing nationally. I did this for about six months and although I reverted back to refrigerated work, a seed had been sown which, unbeknown to me at the time, would root and spring into life in 2014."

Working predominantly for temperature controlled food specialist Rick Bestwick of Holmewood, Chesterfield, Chris concentrated on refrigerated distribution and by May 2014, found himself able to rent a second FH and employ a second driver.

"By this stage, my brother Richard was MD of Nottingham Crane Hire, so finding and employing Mark was great,"

says Chris. "The pair busied themselves with the refrigerated work, but then a re-organisation at Rick Bestwick saw a cessation of all sub-contracted work."

"Once again I found myself looking for work – but at least this time around I had my own Volvo FH, plus Mark in the



Superlatively restored red F10 contrasts well with the sleek silver FH



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OWNER-DRIVER PROFILE › CHRIS HAYES

rented Volvo. We picked up bits and pieces for local companies, but by July 2014 it was clear there simply wasn't enough business to sustain two trucks and drivers."

Faced with difficult decisions once more, Chris sold his refrigerated trailers. "Fortunately, a local contact needed a driver, so I was able to arrange for Mark to switch over. In the end, he finished with me on the Friday and started his new job on the Monday, which I was very pleased to be able to facilitate."

Perfect timing

The summer of 2014 could have seen Chris return to the edge of the abyss, but a fortuitous telephone call from a large steel company saw him embark on what is perhaps his most fulfilling and enjoyable journey to date. "A retirement at this particular firm meant they were seeking an owner-driver – one who was also capable when it came to sheeting – to haul steel," says Chris. "I had some experience and was fortunate to get the work. I have to say, since that call I really haven't looked back!"

It's clear to see from Chris' broad smile and happy demeanour that

Sad loss

Trucking is sad to report that Chris Hayes' father, Alan, passed away suddenly in January 2016. Alan not only inspired Chris to follow the career path which sees him feature in the magazine this month, he was also the biggest supporter of Chris and his brother Richard, and provided back-up and encouragement to both on a daily basis. Alan was always on hand to help his sons, and his passing is a huge loss – not just to the family, but to the trucking fraternity too. His enthusiasm, undivided attention and wonderful anecdotes touched everyone he met, and while one of the industry's great characters has been taken, it is fair to say he certainly won't be forgotten.



Pride in the name: Personal plate says it all



he is indeed in a good place. "Steel work often

involves two-day trips, so my weekly cycle is two or three loads per week. I'm normally home at the weekends and even get to spend some weekday nights at home. This is great for



Swedish reflections in stainless steel



Business end of the FH looks good with neat catwalk arrangement

“Looking back over the highs and lows of the past few years, Chris is quick to single out his father Alan who has stood by him every step of the way”

the family, and also means when the show season is in full swing, I can take the old F10 (which I've retained throughout) and the new FH along, which I love doing. It's great to share two such special trucks with like-minded folk."

Looking back over the highs and lows of the past few years, Chris is quick to single out his father, Alan, who has stood by him every step of the way.

"Dad has been a real rock and so much credit is due to him," says Chris appreciatively.

He then adds: "Credit should also go to Hartshorne Motor Services at Alfreton and Crossroads Group, who have also provided amazing support since 2007. In my experience, come hell or high water, they'll do everything they can to support owner-drivers. They're just brilliant!" ■



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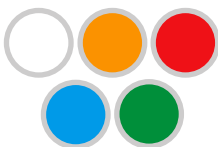
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OUT & ABOUT

By David Humphries
PHOTOGRAPHY DAVID HUMPHRIES



Retail therapy: No time for that as DAF driver passes Waterside shopping complex



Inspiring: Nice to see Foden 4000-series still working on Clifton Road



Upwards: Volvo FM12 driver hits the loud pedal for Buxton Road hill



Colourful: Smart and distinctive livery on Sherwood's Scania



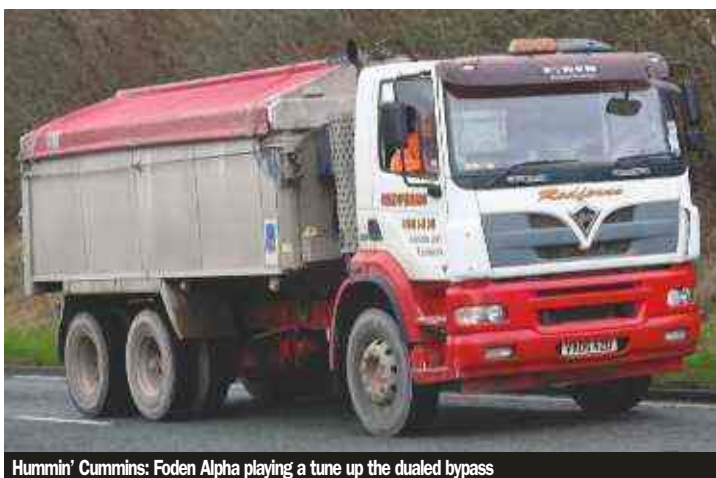
Flying: Sawdust-carrying MAN TGS at speed on the relief road



Sunlit: Early morning light makes an appearance as Actros passes



Biggar: Smart ERF drawbar could be living up to its home-town base name



Hummin' Cummins: Foden Alpha playing a tune up the dualed bypass



Derbyshire: DAF CF tipper turning into Station Road displays the county pride



Tanking: Iveco Stralis 450 using the power down the bypass



Ramp it up: Empty-running Renault no doubt heading for another load



MP3: Tanker-hauling Merc is probably one of the last of the old shape



Close encounters: CPJ's smart Volvo whizzes past the photographer



Truckers' Diary

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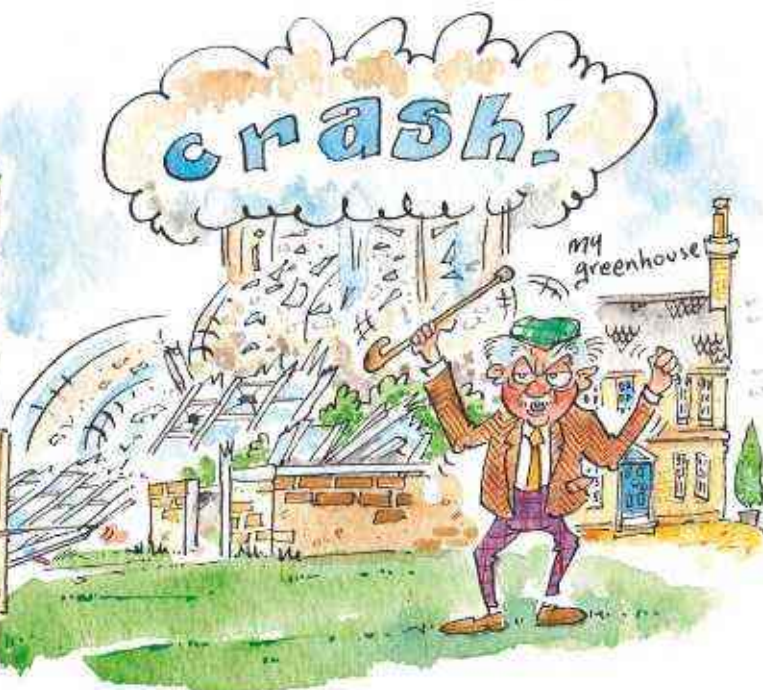
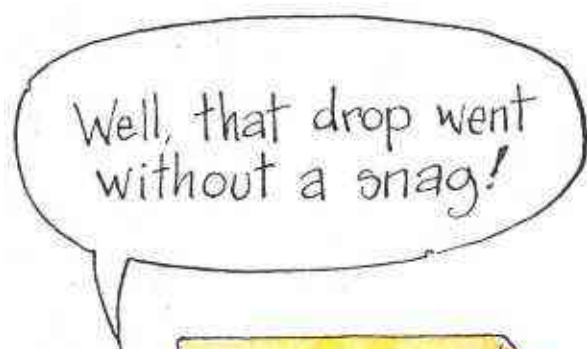


SMASHING STUFF

Back in that long hot summer of '93, I was a callow youth learning my craft of lorry driving – from the ground up

By Huw Ellis (aka TescoShug)

ILLUSTRATION STEVE SHAW



One stifling hot August day, I had just returned to the depot from my first run of around 25 drops at schools across the river Forth in the “picturesque” Kingdom of Fife (way back when lorries were actually still allowed to cross the Forth Road Bridge).

The orders had been particularly heavy, as the kids were due to return after summer break. The company I worked for was going through a corporate transformation; we had new uniforms, new vehicles and a change of livery. We were told in no uncertain terms to let our customers know they were very important to us, and customer care was paramount. Any publicity

with a “feel good” factor was to be exploited for maximum gain. And that, dear reader, is where I got roped in.

“Ahh Huw, just the man,” came the dulcet tones of the transport manager from behind a wall of roll cages on the loading bay. He was a bit of a short-arse with ‘small man syndrome’, but over-compensated with his 1970s style of management – or as we call it now, ‘workplace bullying’. “Aye, glad to see you’ve still got yer tie on. Go and get K540 and stick it on a bay.”

I didn’t dare tell him I was wearing my second new clip-on tie of the week. I had lost the original earlier in a bizarre incident at a posh hotel in Edinburgh. While loading a dumb waiter cargo

lift with supplies, I had pressed the button to close the vertical doors. Leaning forward, I could only look on in horror as the bottom door clamped my tie firmly against the top one, and then disappeared skywards, never to be seen (by me) again.

Christmas had definitely come early, as K540 was a brand new, just-out-of-the-packet Scania 82M sleeper, with state-of-the-art Gray & Adams all-singing-and-dancing fridge body on the back. I felt I was indeed the chosen one after driving the elderly Leylands and Dodges they replaced.

After backing onto the bay, short-arse once again appeared from behind the cages. “Load that lot on and get yourself up to ‘...’,” giving me the address of a nearby nursing home. “We’re donating all this stuff to the home. The press are gonna be

there. As it’s their reopening day as a new charity, get yourself in the photo, get the logo in the photo, and get a pic of you handing some stock to them – and make sure you keep your tie on, ffs!” The usual encouragement from him – no pressure then!

I found the place easily enough; it was a grand old mansion house on an estate, entered past a picturesque gatehouse at the edge of sprawling grounds and on up a single track for about half a mile. Carefully making sure I did not stray onto the beautifully manicured grass either side of track, I eventually reached the delivery point. Beautiful white gazebos graced the lawn, expensive cars were abandoned everywhere, and relatives of the residents, trustees of the charity, press, local radio and well-wishers

all milling about. Not your ideal delivery location.

After a bit of tricky manoeuvring, the delivery was made. The staff were grateful, the pics had been taken and yes, I had successfully managed to keep my tie on. Now, getting out was not going to be easy. The truck was facing the wrong way, and I didn't fancy the half-mile reverse while unable to see anything in my mirrors other than overhanging greenery.

The elderly gardener/handyman offered to see me back "between the hoose and the greenhouse, son". And what a greenhouse it was too – an old Victorian brick edifice built up to about waist height, with old-fashioned white painted timber window frames and

now stretched across and around the back of my truck.

The old fellow went into the greenhouse, opened the door and turned on a light. BANG!! Oh dear. Luckily, all this was out of sight of the great and the good, so I arranged that our site electrician would pop up and fix it for him later, as I had seen him earlier that day, wiring up hook-up points for the new vehicles.

I proudly set off back to depot and as I drove away, I received a rousing cheer from the guests to send me on my way.

I got back and went off in search of the sparks, but he was nowhere to be found. As he was the transport manager's brother, I went to see the boss instead. On entering his office and

“I stopped abruptly and he pointed to the back of truck, which was now only about 2 ft away from the building.”

gleaming glass. It was stuffed full of the gardener's hard work, with the leaves of his tomato plants growing skywards. As I gingerly reversed between the buildings, the faithful old retainer put his hands in the air, shouting for me to stop.

I stopped abruptly and he pointed to the back of truck, which was by now only about two feet away from the building. I knew I was close, but I was certain I had not hit it. I climbed out to investigate and, as I approached the rear of the vehicle, I saw a power supply cable running between the house and greenhouse was

enquiring, I rapidly learned that this job was going to need far more than a pair of snips and some insulating tape, and anyway sparky was away at the dentist.

It transpired that as I pulled away, the errant cable had dropped between my tail lift and the vehicle. The cable had pulled the gable end off the greenhouse, causing the rest of the structure to collapse like a row of dominoes. I dare not reproduce in print the ensuing diatribe I was subjected to, but the words mostly began with 'F' and they still ring in my ears all these years later. ■

Send us your stories!

Have you got any amusing experiences to share and want to earn yourself some *Trucking* goodies? If so, send your stories to: My Mistake, Trucking magazine, Kelsey Media, Cudham Tithe Barn, Berrys Hill, Cudham, Kent, TN16 3AG. Alternatively, you can submit your story via email to the following address: trucking.ed@kelsey.co.uk



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READERS' LETTERS



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Letter of the month

Lorries, lorries, lorries...

I'm enclosing a poem I've written, as I was wondering if you would like to add it to your letters page? I thought it might be a change, as I read *Trucking* magazine and have not seen any poetry in it. My husband and son have both been lorry drivers over the past years and they still read the magazine – hence the poem, which really explains itself. Hope you like it, and I would be thrilled if you could use it in one of your issues.

Daphne Dawkins, Sculthorpe

That's All They Talk About

<i>Lorries, lorries, lorries, That's all they talk about. Travelling down country lanes and manoeuvring roundabouts.</i>	<i>There's maps, schedules, notes Spread right across my table. I'm finding it a mighty job to Get a word in when I'm able.</i>
<i>There's Commer, Foden, Bedford From the good old days gone by. To all these modern lorries; Boys do love their new toys.</i>	<i>But I wouldn't have it different, As my husband & son converse. Lorries, lorries, lorries, Going uphill, downhill or reverse.</i>
<i>They have travelled every byway All over Britain, to going abroad. So their talk is never ending About ERFs, Scania and Ford.</i>	<i>I'm just a wife and mother, who Now can join in with lorry talk. I now read all the trucking mags While eating meals with my fork.</i>
<i>I thought I would join my men, And I came up with this plan. As I bought myself a "model", Now boys, I've got my MAN.</i>	

■ Great stuff, thanks Daphne – this is the first poem we've been sent for quite a while. Does anyone else have any trucking poetry they'd like to share? If so, send it in to the usual address –ed.

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Life without trucks

Love them or loathe them, trucks are essential to life as we know it in Britain, transporting everything from our food to the bricks and mortar we need to build our homes. However, with the industry on the precipice of a catastrophic driver shortage, let's imagine what Britain might look like without our 496,800 HGVs if we don't do something about it before it's too late:

1. Britons drink their tea black or (shudder) with UHT milk

It takes 2000 HGV drivers to transport the milk we need to make our national beverage. In an age of industrial dairy, fresh milk simply cannot be transported in the volumes it is today without them.

2. Britain goes veggie

Although farmers can put their livestock out to pasture in the summer months, they rely heavily on feed deliveries during the winter to sustain their animals. Without HGVs to transport the feed, it will become far more difficult to raise the meat we consume.

3. 'Next-month delivery' drives shoppers to the high street

E-commerce is dependent on the HGVs that transport goods between the large distribution hubs. Without lorries, the speed of delivery we take for granted won't be possible.

4. International trade slows

Over two million HGVs leave

the UK every year carrying more than 90 per cent per cent of goods by value. Without HGVs, Britain's exports would undoubtedly fall dramatically.

5. Waste piles up in the street

Each year, British households create over 26 million tonnes of waste. The collection of our waste by refuse lorries often goes relatively unnoticed, yet without them waste could pile up on our streets.

6. House prices rocket

It is predicted the UK needs to build 250,000 homes a year to meet the ever-increasing demand. With targets already ambitious, we need the construction industry working at maximum capacity, yet without lorries to transport the heavy building materials required, this will be an impossible task and the price of houses will shoot up.

Of course, no-one can be sure exactly what will happen if the severe driver shortage is not addressed, but these predictions may not be as far-fetched as they seem.

There is, however, much time between now and 2020, and with concerted effort from the industry to attract a new generation of drivers, and support from the government, Christmas 2020 will be as full of festive cheer as it was last year.

Gary Benardout,
hgvtraining.co.uk

Get your views published!

Write to: The Editor, *Trucking* magazine, Kelsey Media, Cudham Tithe Barn, Berrys Hill, Cudham, Kent, TN16 3AG, or email trucking.ed@kelsey.co.uk. You must include your full name and postal address, which can be withheld upon request. Anonymous letters or those without addresses will not be published. Each month, the letter the editor judges to be Letter of the Month will win a fantastic model truck. We reserve the right to edit all published letters. No correspondence can be entered into.

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By David Glover

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Rest periods LAW EXPLAINED

Q I was at a drivers' meeting recently and the discussion turned to rest periods. I thought I understood the laws, but came out of the meeting feeling confused.

A It is often helpful to go back to basics when it comes to driver's hours queries and look at what the legislation says.

The relevant legislation is European Regulations (561/2006). At Article 4, it states daily rest period means the daily period during which a driver may freely dispose of their time and covers a 'regular daily rest period' and a 'reduced daily rest period'. A regular daily rest period means any period of rest of at least 11 hours. Alternatively, this regular daily rest period may be taken in two periods, the first of which must be an uninterrupted period of at least three hours, and the second an uninterrupted period of at least nine hours. Reduced daily rest period means any period of rest of at least nine hours, but less than 11 hours.

The regulations then go on to state at Article 8: a driver shall take daily and weekly rest periods. Within each period of 24 hours after the end of the previous daily rest period or weekly rest period, a driver shall have taken a new daily rest period. If the portion of the daily rest period which falls within that 24-hour period is at least nine hours, but less than 11 hours, then the daily rest period in question shall be regarded as a reduced daily rest period.

A daily rest period may be extended to make a regular weekly rest period or a reduced weekly rest period. A driver may have, at most, three reduced daily rest periods between any



two weekly rest periods.

In relation to weekly rests, the regulations state: in any two consecutive weeks, a driver shall take at least:

- Two regular weekly rest periods, or

- One regular weekly rest period and one reduced weekly rest period of at least 24 hours. However, the reduction shall be compensated by an equivalent period of rest taken en bloc before the end of the third week following the week in question.

A weekly rest period shall start no later than at the end of six 24-hour periods from the end of the previous weekly rest period.

'Weekly rest period' is defined as meaning the weekly period during which a driver may freely dispose of their time and covers a 'regular weekly rest period' and a 'reduced weekly rest period':

- 'Regular weekly rest period' means any period of rest of at least 45 hours,

- 'Reduced weekly rest period' means any period of rest of less than 45 hours, which may, subject to certain conditions, be shortened to a minimum of 24 consecutive hours.

Hopefully this clears up any confusion. Please let me know if I can give you further clarification.

Subsidiary companies GUIDANCE EXPLAINED

Q Can a subsidiary company be named on the goods

vehicle operator's licence of a holding company?

A The straightforward answer is yes, but the more in-depth answer is that question 3c of the GV9 form (the form to apply for a goods vehicle operator's licence) asks the following:

"Do you have any subsidiary companies that you wish to be included on the licence?"

In the GV79G guidance notes to help you complete your application for a goods vehicle operator's licence, it states at 3c:

'As a limited company, you may have a "subsidiary". A company is a "subsidiary" of another company (its "holding company") if that other company:

- Holds a majority of the voting rights in it, or

- Is a member of it and has the right to appoint or remove a majority of its directors, or

- Is a member of it and controls alone – pursuant to an agreement with other members – a majority of the voting rights in it, or if it is a subsidiary of a company that is itself a subsidiary of that other company.

A company is a "wholly-owned subsidiary" of another company if it has no members except that other and that other's wholly-owned subsidiaries, or persons acting on behalf of that other or its wholly-owned subsidiaries.

"Company" includes any body corporate.

If you wish to operate vehicles owned by your subsidiary companies under your company's operator's licence, you must give details of the subsidiaries. Any statutory requirements which apply to the holding company, and any undertakings given in the application for the operator's licence, will apply equally to the subsidiary companies.

You should note that if the subsidiary operates the vehicles it owns itself, then they should hold the licence. You should only apply to add subsidiaries to your licence if your company will be controlling the use of the vehicles.

Recording duty time IN-SCOPE VEHICLES

Q I am employed by a company as a professional, salaried HGV driver, normally driving vehicles from its operating centre. However, when there is none of this work, I am sub-let to a local employment agency as an HGV driver. I am then tasked by the agency to third-party tasks, where I am required by my employer to travel to and from in-scope vehicles within 25 miles of my home address, to take them over and drive them. Given I receive no remuneration for this task from the agency or

the third party, and therefore remain directly in the employ of my employer, and the in-scope vehicle is not at my home address or my employer's operational centre, would I be correct in assuming that the advice given in the article still applies? In essence, while travelling to and from an in-scope vehicle, I am satisfying an obligation towards my employer and therefore am, in fact, carrying out other work, which should be recorded as duty time. I hope you can clarify this point.

A First of all, this is a response which deals with the generic points. I cannot give specific advice on the basis of an email, letter etc, but will try and look at the wider points. As the reader has identified, the issue for drivers in this position is whether the work through the driver agency – ie, picking up the in-scope vehicles – needs to be recorded.

EC Regulation 561/2006 at Article 9 (2) and (3) says:

2. Any time spent travelling to a location to take charge of a vehicle falling within the scope of this regulation, or to return from that location, when the vehicle is neither at the driver's home nor at the employer's operational centre where the driver is normally based, shall not be counted as a rest or break unless the driver is on a ferry or train and has access to a bunk or couchette.

3. Any time spent by a driver driving a vehicle which falls outside the scope of this regulation to or from a vehicle which falls within the scope of this regulation, which is not at the driver's home or at the employer's operational centre where the driver is normally based, shall count as other work.

So, the question seems to revolve around whether this is picking up at the driver's home or at the employer's operational centre. In this scenario, it would appear at first glance that it may be neither, because the driver is not taking charge of a vehicle from home and is not employed by the operator of the vehicle which is being picked up. However, many agency or temporary arrangements exist in compliance with the legislation.

The European Commission has issued Guidance Note 2, which states the following:

"There is no differentiation as to the character of the employment contract of the driver. Thus, these rules apply to both permanent drivers and drivers employed by a temporary employment undertaking hiring out of labour. For a 'temporary driver' the 'employer's operational centre' means an operational centre of an undertaking using the services of that driver for its road transport ('user undertaking'), and not the head office of the 'temporary employment undertaking'."

For any driver in this position, it makes sense to clarify matters with the agency or employer.

Public inquiries GUIDANCE NOTES

Q A friend of mine who holds a goods vehicle operator's licence has been called to a public inquiry. He has been told there are some guidance notes which he should look at.

A Public inquiries deal with serious issues, and the range of powers which a traffic commissioner can exercise can have a profound effect upon a business. It is important to be properly prepared and aware of all the issues likely to be under consideration. The calling-in letters for public inquiries state that the recipient should consider seeking professional advice, and there is good reason for that appearing in the letter.

There are a number of statutory documents which have been issued, and which contain updated statutory guidance and statutory directions from the senior traffic commissioner. There are 15 in total, if you include the introduction, which is number 0 in the series and is entitled:

SENIOR TRAFFIC COMMISSIONER

Statutory Document No. 0

INTRODUCTION

INCLUDING HOW TO USE THE STATUTORY GUIDANCE AND STATUTORY DIRECTIONS

This statutory document details what the purpose and application are of the publications. It states that in developing the guidance, account is taken of the general duty to promote growth, which it further states fits well with the stated intention to ensure fair competition through a consistent approach to the regulatory requirements.

The statutory documents therefore provide greater transparency to the way in which traffic commissioners approach their judicial duties and the licensing and other work conducted outside the tribunal room. They also set the framework for instructions to members of staff acting in support of the traffic commissioners.

The statutory documents are clearly defined. They are published as an available resource for all applicants, operators, transport

managers, vocational drivers, and other interested parties. The other statutory documents are as follows:

1. Good repute and fitness
2. Finance
3. Transport managers
4. Operating centres, stable establishments and addresses for service
5. Legal entities (including insolvency and regulation 31 & section 57 applications)
6. Vocational driver conduct
7. Impounding
8. Delegation of authority (in terms of staff and multiple licence holders)
9. Case management
10. Principles of decision making & the concept of proportionality
11. Format of decisions (including publication, written reasons and decisions)
12. Appeals
13. Small PSV operations (including limousines & novelty vehicles)
14. Local bus services in England (outside London) and Wales

Interestingly, the documents also state that the statutory provisions require traffic commissioners to act under general directions of the senior traffic commissioner, but to only have regard to guidance. As with any statutory power, it must be exercised in accordance with public law principles. The senior traffic commissioner acknowledges that statutory guidance and directions cannot anticipate any legal changes, and may therefore be subject to decisions of the higher courts and to subsequent legislation.

It goes on to state that members of staff are obliged to follow the statutory directions unless specifically directed to do otherwise by a traffic commissioner. Where a traffic commissioner finds legal grounds not to follow the current statutory guidance, the senior traffic commissioner directs that the individual traffic commissioner must record detailed reasons for departing from the published statutory guidance in writing.

In my view, the statutory documents contain a wealth of information, and it is important to be familiar with these documents if you have dealings with the office of the traffic commissioner on any of the issues covered by the statutory documents. ■



Marshall Glover

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
COURT & INQUIRY

News straight from the courtrooms of the haulage industry's latest legal cases

By Michael Jewell

PHOTOGRAPHY VARIOUS

Robert Robertson/ Ross International Haulage DRIVER DISQUALIFIED

 Paisley lorry driver Robert Robertson, who was convicted of falsifying tachograph records while employed by Wigton-based William and Laura Ross, trading as Ross International Haulage, has had his LGV and PSV vocational driving licences revoked, and has been disqualified from holding an LGV driving licence for a period of one year and a PSV driving licence for a period of three years by traffic commissioner Joan Aitken.

Mr Robertson, of 57 Oakridge Crescent, Paisley, appeared before the commissioner at an Edinburgh public inquiry to seek the renewal of his vocational licences.

William and Laura Ross were also directors of Ross International Haulage Ltd, which did not have an O-licence and which operated from warehouse premises in Bellshill by Glasgow. Mr and Mrs Ross traded as Ross International Haulage, and Mr William Ross took the lead in the business. He was assisted in that role in Scotland by Mr Robertson.

Following a joint investigation between Cumbria police and DVSA, William Ross and 17 drivers employed by Ross International were convicted at Carlisle Crown Court of conspiracy to make a false instrument in December 2013. The court heard that in an extensive analysis of 12 months of tachograph records – with cross referral to other evidence such as ANPR data – 182 false tachograph records were found. The prosecution maintained this was an operation where drivers were systematically falsifying tachograph records to do the work required, and that Mr Robertson was the manager of the Glasgow operation. Charts for 400,000 km were missing. Ross International Ltd undertook refrigerated transport from Scotland to France and Spain.

The other side of the business was in livestock haulage. The investigating officers found various ways in which tachograph recording equipment had been interfered with, including the use of magnets, air flow across the odometer, and wedges.

William Ross was sentenced to two years in prison, disqualified from driving for 18 months, and disqualified from acting as a company director for five years. Six of the drivers were variously given suspended prison sentences or varying periods of imprisonment, and were disqualified from driving for various periods. Mr Robertson was sentenced to 18 months in prison and banned from driving for 18 months.

Six English drivers earlier appeared before deputy traffic commissioner Patrick Mulvenna, who revoked their respective large goods vehicle entitlements and imposed periods of disqualification from holding such licences ranging from 12 to 18 months.

The commissioner said that when interviewed, Mr Robertson stated he had been employed for two years by Ross, but denied being a manager, and when asked about instructing drivers at Bellshill, he had answered “no comment”. He also gave “no comment” answers in relation to his dealings with Laura Ross and when asked about his own false records. In the sentencing information provided to the court, reference was made to Mr Robertson’s role as a transport director or manager or operations manager.

Mr Robertson suggested he was not the driver on the four occasions when his driver card was being used when false tachograph records were being generated, and would not admit to being anything other than a driver. It was put to the court that he was lying about that. There was further detailed evidence about Mr Robertson’s role in the use of his



digital card for certain journeys, either by himself or others. Mr Robertson was responsible for organising many of the loads running out of Bellshill. It was commented that: “If working for Robertson at Bellshill, if you didn’t fiddle you wouldn’t last long.” Many drivers interviewed blamed Mr Robertson for what they did. Of the drivers sentenced, his was the longest period of imprisonment, apart from William Ross himself.

Mr Robertson said the account of his role at Carlisle Court was farcical and people kept saying that about him as they wanted to keep their livelihoods. He had been in transport for 30 years. He was currently involved as a regional manager for an undisclosed logistics firm, though he had nothing to do with the actual lorries. He wanted to know when this punishment would stop, as it had been going on for six years.

In her decision, the commissioner said deputy commissioner Mulvenna had been merciful, so she could not be more lenient than he was, for that would be at odds with her duties to road safety and fair

competition, and the need to support those operators and drivers who did not cross the line into danger and deceit.

It appeared Mr Robertson was close to the Scottish heart of a very bad enterprise, albeit he had not admitted to his particular role. The level of imprisonment reflected that the crown court judge accepted he had such a role in facilitating breaches of the driver’s hours and tachograph rules and engaging in such breaches himself.

Apart from Mr Ross himself, Mr Robertson received one of the longer periods of imprisonment of the Ross drivers. The severity of Mr Robertson’s sentence related to his role only in the Ross operation, part of which was driving. She was considering his conduct as a driver. What the whole case showed, however, was Mr Robertson was contemptuous of road safety, given his engagement in the Ross operation and his own driving. A driver who has such an attitude could not be said to be fit to hold a vocational licence. Fortunately, the criminal court put him off the road for a period, but he was not long back to ordinary driving



and his attitude and behaviour in relation to road safety had to be tested.

In making the period of disqualification for the LGV entitlement 12 months, she said it was the very least that could be considered in a case like this. That it was not longer was because she took into account that much of Mr Robertson's nefariousness appeared to have occurred in his role as a supervisor or manager of the direction of drivers and loads, which was not driving.

In respect of the provisional PCV entitlement, relevant conduct was a much wider matter than for LGV entitlement. She regarded Mr Robertson's behaviour in his supervisory or management role as relevant conduct. She had decided a three-year period of disqualification reflected the greater need to protect bus and coach passengers from a person with Mr Robertson's conduct.

Vieira Olim THREE-YEAR BAN

Using another driver's digital card and obstructing a DVSA enforcement officer has led to Cardiff lorry driver Vieira Olim having his vocational LGV driving

entitlement revoked, and being banned from holding such an entitlement for three years by traffic commissioner Nick Jones.

Mr Olim, of Heol Penlan, Cardiff, had been called before the commissioner at a Cardiff public inquiry, but failed to attend on two occasions. As a result, the commissioner decided to proceed in his absence.

In his decision, the commissioner said that in May 2014, a traffic examiner stopped a 44-tonne vehicle driven by Mr Olim at Switch Island. He gave his full name and his address details, which were in Cardiff, and which were the same as those registered with the DVLA. He went on to explain that for the majority of the year, he resided in County Mayo in the Republic of Ireland. He claimed he had contacted both the DSA in Southern Ireland and the DVLA in the UK to enquire about whether he should change his driver's licence; both had apparently said it was not necessary.

The vehicle was weighed, and the train weight found to be just under 62 tonnes – well in excess of the 44-tonne limit. No special authorisation had been in place to

allow a heavy train weight, and a prohibition notice was issued as a result. Mr Olim was asked to produce his digital tachograph and on transferring information to the examiner's laptop, it showed a time overlap had occurred. A Vehicle Unit download was commenced, and the driver was advised the ignition needed to be on for the information to transfer. On three separate occasions, the examiner instructed the driver not to switch off the ignition, however after about 20 minutes, the driver came to him and said the display was showing the download failed; he had switched off the ignition. The examiner commenced another download and again instructed the driver not to turn off the ignition.

The examiner found Mr Olim was in possession of another driver's card. The analysis exercise revealed Mr Olim had committed a substantial number of driver's hours offences, and on occasions had driven without his driver card inserted in the tachograph. Mr Olim, during an interview under caution, said he used the other driver's card to complete a journey from Keele to Liverpool, having run out of permitted driving time and having reached his daily duty maximum.

The use of another driver's card to deliberately circumvent the driver's hours rules was an exceptionally serious offence, akin to using a magnet to avoid

of Mr Olim in an attempt to hide his illegal activities was a serious aggravating feature.

He also took into account the substantial numbers of driver's hours offences identified. If the three-year disqualification meant Mr Olim would need to seek an alternative career, that was his problem – other road users would be safer, and additionally, other vocational drivers who complied with the rules which applied would understand that traffic commissioners took firm, albeit proportionate, action when deliberate wrongdoing was brought to their attention.

Twinkle Transport Ltd DIRECTORS DISQUALIFIED

Brian and Leslie Moon – former directors of Norwich based Twinkle Transport Ltd – have been disqualified from acting as company directors for a period of 10 years by the Insolvency Service.

The Service found the two men were responsible for the company being convicted by the Norwich magistrates of 13 offences, including using a vehicle not specified on the company's O-licence, using a false document resembling an O-licence disc with intent to deceive, failing to produce documents, and failing to produce tachograph charts and digital data.

In June 2013, traffic commissioner Richard Turfitt

“The vehicle was weighed, and the train weight was just under 62 tonnes – well in excess of the 44-tonne limit.”

detection. He considered Mr Olim had systematically abused the driver's hours rules in a deliberate attempt to avoid compliance with the law, and the reason why the traffic examiner had to make several attempts to download the digital data was because Mr Olim was attempting to avoid being caught out after having committed serious offences.

Falsification of drivers' records was always an especially serious issue. The driver's hours and records rules assisted in keeping the public safe when using public roads, and it was always serious when a deliberate false record was made by a vocational driver. Traffic commissioners regarded the deliberate evasion of driver's hours rules as serious and requiring firm action. Drivers who obstructed the DVSA and failed to comply with instructions at the roadside should expect no sympathy from a traffic commissioner, and the behaviour

revoked the company's O-licence and disqualified the Moons from holding or obtaining an O-licence for 12 months. The commissioner was told that on the day a vehicle examiner was to carry out a fleet inspection, Brian Moon had left a note for DVSA saying he had gone to the Cheltenham Festival that day.

An Insolvency Service investigation found the two men had made payments to themselves after the company had ceased trading. Between October and November 2013, Brian Moon was paid £136,900 and between October and December 2013, Leslie Moon was paid £18,429. They also found the two men had allowed the company to trade while insolvent from at least April 2011. The company had failed to file returns and make the required payments to HMRC. The company was put into liquidation in January 2014. ■



ALE re-engineered the Commander's intended successor, Unipower's MH8875 prototype, which with 750 horses, has the highest ever bhp rating of any truck built in Britain



BRITISH HEAVYWEIGHTS THE SANDS OF TIME

In the concluding second part of our history of Britain's classic super-heavyweights, we take a look at the decline – and at the diehards

By Ed Burrows

PHOTOGRAPHY ED BURROWS ARCHIVE, PETER DAVIES ARCHIVE, DOUGLAS EQUIPMENT, JOHN SANDERSON ARCHIVE, PROTRUCK SERVICES, KEITH REVELL, ROYAL LOGISTIC CORPS MUSEUM, JOHN WYNN ARCHIVE

The first phase of the 1950s and 1960s Golden Age of British super-heavies can be said to have been powered by Rolls-Royce. But for whatever reason, Rolls gradually lost momentum. Cummins was ready to step



Although designed as a Cold War warrior for deployment in northern Europe, for desert performance in the 1991 Gulf War the 6x4 Scammell Commander exceeded all expectations



R-R & CUMMINS

Rolls-Royce diesels changed the game in the 1950s, but other R-R priorities opened the way to other engine builders, notably Cummins, which set up shop in the UK in 1956.

up to the plate, powering the ultimate Scammell of the era, the 450 bhp Contractor Mk2. The specification of the Watford Whopper was drawn up in conjunction with heavy-haul legend Wynns. Today, 450 bhp is commonplace for HGVs; back then, it was astonishing – as was its ability to move 450 tons.

Although the 6x6 Atkinson Omega was short-lived in production, a sign of



The Commander's crew cab allowed double-shift operation, which in the Gulf War gave sufficient capacity to move US Marines' armour as well as the Desert Rats

change was the delivery of one example with a 330 bhp Cummins in place of the catalogued 250 bhp Rolls-Royce C6SFL six-inline. While the Omega was aimed at the oilfield market – a long shot, given that Atkinson had little or no presence in the Middle East – during the 1960s, the company produced bonneted 6x4 heavy-haul siblings with 75- to 100-ton

LEFT Recorded as handling gtws of up to 300 tonnes, the Scammell S24 was closely related to the lower-rated Leyland Landtrain bonneted HGV

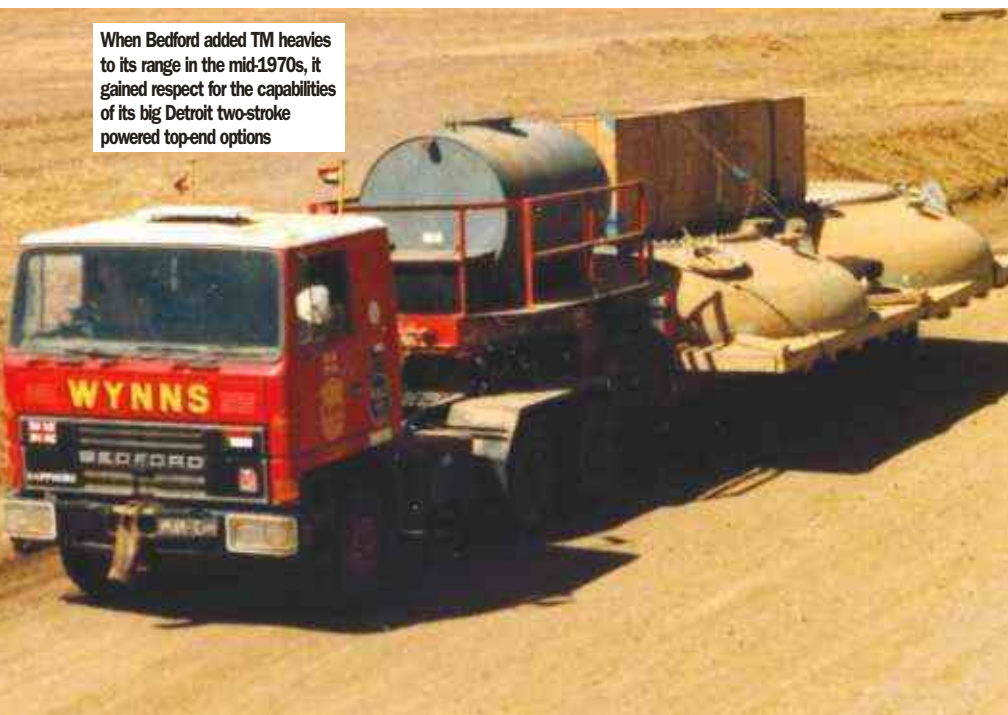


gross ratings. With Cummins NH250 engines, they featured the centre-pillar wraparound windscreen of forward-control Atkinsons. Deliveries included ten for South African Railways, one for Sunter, and one for the National Coal Board. Alongside these were uprated forward-control low-loader tractors which could be spec'd with 270 bhp Cummins units. But UK Atkis were left in the dust by the company's Down Under operation. It pretty much did its ➤



CLASSIC TRUCK > BRITISH HEAVYWEIGHTS, PART TWO

When Bedford added TM heavies to its range in the mid-1970s, it gained respect for the capabilities of its big Detroit two-stroke powered top-end options



Initially with specs like this FGHT8/80 eight-wheeler, Foden 80- to 150-tonners enjoyed a strong position in the indivisible load market's medium-heavy segment

own thing to meet local conditions, and during the 1960s and 1970s, built tractors and road-train rigs with up to 525 bhp.

In the 1950s, ACV (Associated Commercial Vehicle Group – comprising AEC, Maudslay, Crossley and, from 1961, Thornycroft) did not only built trucks and buses – including London Transport's iconic Routemaster. Export and joint ventures extended its tentacles to Finland (Vanaja), France (Willeme), South Africa, Australia and South America. The disastrous 1962 amalgamation of ACV with Leyland (owner of Scammell) killed AEC's then-emerging abnormal load tractive unit ambitions. But the

company's South African end put up a fight, producing a small batch of Super Mammoths for South African Railways. Topping lesser AEC bonneted tractors built in Britain, they were powered by the Group's 300-plus bhp/1000 lbf.ft AVT1100 17.75-litre, six-inline industrial diesel. This engine was also trialled by Rotinoff's short-lived successor Lomount for its Super Atlantic prototype.

Midland marvel

Guy Motors, Wolverhampton, was another aspiring heavy-haul market contender, prior to being rationalised out of existence by the mergers leading up to the nationalised British Leyland disaster. Guy

was rescued by Jaguar in 1961, following new model development. The Invincible range at that time included Rolls-Royce and Cummins engines of 200 bhp and upwards. The most striking was a bonneted 6x4 export tractor, which shared the wraparound windscreen cab of its forward control counterparts.

With its 100-ton special of World War II to build on, between the early 1950s and the late 1990s, Foden produced successive generations of ballasted and low-loader type eight- and six-wheel tractive units, with flagship ratings of between 80 and 150 tons. The initial post-WWII model was the FGHT8/80 of 1952, powered by a 150 bhp Gardner 8LW and equipped with Foden transmission and double-reduction axles. On test, it managed 95 tons – 15 more than its designed maximum.

The top catalogued spec reached 100 tons by the beginning of the 1960s, with power provided by Gardner's compact 6LX six-cylinder. Over the course of the decade, engine options also included

BELOW AEC's Southall factory built export-only bonneted HGVs, but not as big as AEC South Africa's Super Mammoth, powered by a circa-300 bhp AEC 18-litre industrial diesel



Walton-le-Dale, Lancashire HGV specialist Atkinson built a dozen or so heavy 6x4 tractors like this, the biggest customer being South African Railways





BELOW Atkinson's ambitions stretched to the 250-330 bhp Omega 6x6. Few were built, but it spawned a series of forward-control big bonneted 6x4s

“The most striking was a bonneted 6x4 export tractor, which shared the wraparound windscreen cab of its forward control counterparts.”



Although rated as an 80-tonner, the Foden S20-cabbed FGHT8/80 the tractor here was comfortable moving 134 tons. The engine was a 150 bhp Gardner 8LW straight-8



Econofreight took delivery of Unipower's sole C Series on-road heavy hauler, designed by ex-Scammell folk and a worthy successor to the Scammell S24

SUPER SCAMMELL

Although acquired by Leyland Motors in 1955, Scammell retained a high degree of autonomy. The backbone of UK super-heavyweights manufacture, its ultimate was the 600 bhp Commander.

175 bhp Foden two-stroke and 200+ bhp Rolls-Royce and Cummins units. With the higher outputs which became the norm for regular maximum standard gross tractors from the 1970s onwards, the 400-plus bhp of the CAT and Cummins engine options of later heavy-haul Fodens were of course no longer exceptional.

Despite such outputs, Foden's highest plated gtw (gross train weight) rating never exceeded the 150 short tons/150,000 kg of the late-1980s S106T tractor. Bedford was equipped to mount a challenge after upping its game in 1974 with the introduction of the TM series and Detroit

Diesel two-stroke power. Specs included a 6x4 tractive unit with a 380 bhp Detroit V8.

While others have had a crack, even before the One Hundred Tonner of 1930, Scammell has to be respected as the backbone of British heavy tractive unit engineering. The Contractor range – covered in Part One last month – was phased out in 1983. Its replacement was the bonneted S24, fitted with the BMC/Leyland Boxer-type 'Bathgate' cab.

The engine of choice was a 350 bhp Cummins NTE, mated to an Allison torque converter automatic, or Fuller or Spicer transmissions. A technically similar forward control counterpart – the 100-tonne rated S26 – was also available. The cab was a full-width Leyland T45 unit.

Down the Scammell weight scale was the forward-control Crusader 6x4 tractor. Launched in 1968 and listed until the



Like AEC, Guy was subsumed into the Leyland Group melange and its bonneted export-tractors never progressed. 'YDW 521', acquired by Wynn's, was a cancelled export order

Prior to developing the C Series (subsequently killed by parent Alvis), Unipower produced Scammell-designed S24s. 6x6s like this had Volvo power



acquired intellectual property rights. One of the orders won was for a fleet of oilfield 6x6s for service in Libya, powered by Volvo engines. Unipower's direct successor was the 465 bhp Cummins NTAA-engined C Series family, but after the first three vehicles, production was closed down by its parent – the former Alvis group, which was focused solely on military sales rather than the commercial market.

The ultimate Scammell was the Commander main battle tank transporter, 125 of which were delivered to the Royal Logistic Corps in 1983-85 and deployed with conspicuous success

late 1970s, it had a fully-articulated 'cross-country' bogie. Although primarily intended as a 32- to 40-tonne road transport artic, a 75-ton gtw heavy-haul variant was supplemented by the uprated 100-tonne Amazon spec and the one-off twin-steer 8x4 ballasted tractor. The base engine was a Detroit 6V-71, circa 300 bhp. A derivative used by the British army had a Rolls-Royce Eagle of similar output.

Moving focus

The S24 was built in on/off-road 6x6 and on-highway 6x4 semi-trailer tractor and ballast box specifications. With a rated load capacity of 65 tonnes, the 6x6 variant was primarily aimed at the tank transporter and oilfield markets, with at least one 6x6 operated as a ballast tractor with a gtw of 250 tonnes.

The 6x4 variant could handle gtw of up to 300 tonnes. The S24 was among the Scammell designs for which Unipower



The MH8875 was Unipower's might-have-been. It lost out to the Blair-Brown era government awarding the army's tank transporter contract to a private finance initiative deal



This 465 bhp Cummins NTAA engined 6x6 oilfield tractor was one of the three C Series models built by Unipower before the range was axed by military-focused Alvis

During the 1990s, Unipower built a batch of 600 bhp Cummins engined 110-tonne gtw 6x6s for Oman to partner its British-supplied Challenger 2 tanks



in the 1991 Gulf War. In 2005, most were sold to Jordan. The army retained a handful, which at present are being refurbished. With a 625 bhp Rolls-Royce V12, a Commander was good for 40 mph at a gtw of 104 tonnes.

But along with the UK's wider industrial decline, the sands of time were running out for British super-heavies. In the 1990s, son-of-Scammell, Unipower, supplied a batch of MH6660s to Oman. 110-tonne gtw 6x6s with 600 bhp Cummins KTA engines, they

RIGHT Two of ALE's immaculate Trojan ballasted 8x8 prime movers, designed and built by the Staffordshire global heavy lift specialist's in-house engineering team

were developed in parallel with the 117-tonne gtw, 750 bhp Cummins QSK powered MH8875 heavy equipment transporter. The 8x8 lost out to a Ministry of Defence private finance initiative deal based on Oshkosh tractors.

The sole prototype was eventually re-engineered as a ballasted tractor by ALE (Abnormal Load Engineering). Its effectiveness resulted in the big Unipower being used by ALE as the basis for its in-house developed 8x8 Trojan drawbar tractors, powered by a 700 bhp Volvo engine driving through a six-speed Allison transmission. They contribute to ALE's competitive edge – they are not intended for commercial sale. When it comes to



ABOVE If there was a gold cup for British-engineered rubber-tyred tractive unit pulling power, Cheltenham-built Douglas 600-tonne tow Tugmasters would be the winners

British-engineered super-heavy prime movers, the ALE Trojan is not quite the last man standing. Douglas

Equipment – these days owned by US conglomerate Textron – produces 483-525 bhp Deutz diesel powered 4x4s, capable of towing 600-tonne airliners. No, they are not road-going. But wheeled prime movers possessing that kind of performance deserve special respect. ■

ALE TROJAN

In engineering its own big prime mover, albeit heavily influenced by Unipower's MH8875 8x8, ALE deserves plaudits for advancing the art and keeping alive know-how which the UK could otherwise have lost.



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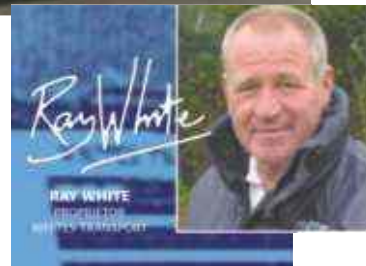
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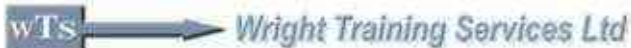
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Tipper, Electric Easy Sheet, Auto
Tailgate, Hub Reduction, Piped For
Drawbar, Auto Gearbox, Air Con,
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Available Now.



Mercedes Actros 3236 2012
(12) Euro 5, 8x4 Fruehauf Alloy
Tipper, Electric Sheet, Camera,
Hyva Front End Ram, 12 Speed
Auto Box, Cruise Control, Steering
Wheel Controls, 135,000 Miles,
Excellent Condition.



Renault Kerax 430 2011 (11) 8x4
Steel Tipper, Hub Reduction,
Volvo Running Gear, Sheet,
Camera, Auto Gearbox, Air Con,
Exhaust Brake, Low K', Excellent
Condition, Choice.



DAF FAD 85 CF 410 2010 (60)
Euro 5, 8x4 Mightylite Steel
Tipper, Auto Flipover Sheet,
Weigher, 16 Speed Manual
Gearbox, Camera, Hub Reduction,
FORS Compliant, Excellent
Condition.



Renault Kerax 410 2010 (10)
Sleeper, 8x4 Steel Bodied Tipper,
Easy Sheet, Auto Tailgate,
Weigher, 2 x Cameras, 16 Speed
Manual Gearbox, Air Con, 218,000
Miles, Crossrail Spec, Very Tidy
Trucks, Choice.



Volvo FM 400 2009 (09) 8x4
Thompson Ali Loadmaster
Tipper, Easy Sheet, PM Weigher,
Camera, Manual Gearbox, 4 Stage
Retarder, Air Con, 248,000 Miles,
Crossrail Spec, Very Tidy Trucks,
Choice.



MAN TGS 35.400 2009 8x4
Thompson Steel Tipper, Sheet,
Weigher, Camera, Auto Gearbox,
Binotto Front End Ram, FORS
Compliant, 245,000 Miles, Good
Condition, Choice.



DAF 85 CF 360 2009 Euro 5, RPC,
8x4 Thompson Steel Tipper, Auto
Sheet, 9 Speed Manual Gearbox,
Air Con, Working Strobes, Side
Camera, FORS Compliant,
240,000 Miles, Excellent
Condition.



Hino 700 Series 2008 (08)
Sleeper, 8x4 Wilcox Wilcolite Ali
Insulated Tipper, Electric Sheet,
Auto Split Tailgate, PM Weigher,
Camera, Manual Gearbox,
Auto Lube, Edbro Tipping Gear,
276,000 Miles, Good Condition.



Volvo FM 400 2008 8x4 Steel
Bodied Tipper, Sheet, Camera,
I-Shift Gearbox, Air Con, Hyva
Front End Ram, 4 Stage Retarder,
Beacons, 255,000 Miles, Tested
Feb 2017, Excellent Condition.



MAN TGA 32.400 2007 (07) 8x4
Ali Insulated Tarmac Tipper, Split
Tailgate, Sheet, Camera, Weigher,
16 Speed Manual Gearbox, New
Engine 2012, New Floor 2014,
Excellent Condition.



DAF 75 CF 310 2010 (60) Euro
5, 6x4 Ali Insulated Tipper,
Split Tailgate, Sheet, Reversing
Camera, Manual Gearbox,
Hyva Ram, 169,000 Miles Only,
Excellent Condition.



DAF 75 CF 310 2007 (07) Euro
5, 6x4 Ali Insulated Tipper, Split
Tailgate, 2 Tar Chutes, Electric
Sheet, PM Weigher, Camera,
Manual Gearbox, 280,000 Miles,
Excellent Condition.



Scania P310 2008 (58) 6x2
Midlift Axle (5 Wheeler), Charlton
Insulated Body, New Flip Over
Easy Sheet, 3 Tar Chutes, PM
Weigher, Camera, Manual Box,
Auto Lube, Alloys, Kelsa Bars,
235,000 Miles, Very Tidy.



Mercedes Actros 3236K 2010
(60) Euro 5, 8x4 Tipper Grab
c/w HMF 1244.22 Crane, 2 Ext,
Sheet, Weigher, Camera, Manual
Gearbox, Air Whacker Plate
Holder, Hub Reduction, 73,000
Miles Only, Excellent Condition.



DAF FAT 75 CF 310 2005 (55)
6x4 Tipper Grab, Thompson
Steel Body c/w HMF 1144 Crane,
Dual Control, Front Hydraulic
Legs, Reversing Camera,
Manual Gearbox, Tool Box, Good
Condition.



Volvo FM12 2001 (51) LEZ
Compliant, 8x4 Double Drive, 23'
Flat Body c/w Rear Mounted Atlas
AK56 Remote Controlled Crane,
3 Ext, Manual Gearbox, Side &
Rear Camera, Volvo FSH, Excellent
Condition.



Scania P230 2007 (07) 18 Ton,
21' Ali Double Dropside c/w Rear
Mounted Atlas 92.2 Crane, Dual
Controls, Rear Hyd Legs, Manual
Box, Half Leather, Alloys, Rear
Spots, 230,000 Miles, Excellent
Condition.



Iveco Trakker AD 260T33 2009
(09) Euro 5, RPC, 6x4 Multilift
Hook Loader c/w 2003 Hiab 200C
Crane, 2 Ext, Dual Crane Controls,
In Cab Hook Controls, Piped For
Grab, Auto Box, 140,000 Miles,
Excellent Condition.



Scania P310 2006 6x2 Rear Lift &
Steer Hook Loader, Cayvol Equip,
Electric Sheet, In Cab Controls,
Camera, 3 Pedal Opticruise Box,
Half Leather, FSH, Scania R&M
Contract Maintained, Excellent
Condition.



DAF 75 CF 360 2009 (59) Euro 5,
RPC 6x2 Rear Lift Axle Extendable
Skip Loader, Drawbar Spec,
Manual Gearbox, Air Suspension,
185,000 Miles, Tested Oct 16,
Excellent Condition.



DAF LF 55.250 2011 (11) Euro
5, Drawbar Spec, 18 Ton Skip
Loader, Hyvallift Extendable
Equipment, Manual Gearbox,
Cruise Control, Steering Wheel
Controls, 130,000 Miles, Tested
July 16, Excellent Condition.



Iveco Eurocargo 180E25 2010
(60) 18 Ton Skip Loader, Multilift
Extendable Equipment, Auto
Sheet, 8 Speed Box With Crawler,
One Owner, FSH, 175,000
Miles, Tested Feb 17, Excellent
Condition.



Volvo FL 240 2007 (07) 18 Ton
Skip Loader, Hyva Extendable
Equipment, Manual Gearbox, Air
Con, Upright Exhaust, Steering
Wheel Controls, 300,000 Miles,
Good Condition.



Renault Premium 370 2009 (59)
Euro 5, RPC, 6x2 Rear Lift, 31'
Beavertrail Flat Body, Hydraulic
Full Width Flip Toe Ramps,
Winch, Reversing Camera, Auto
Box, 169,000 Miles, Excellent
Condition.



MAN TGM 26.330 2009 6x4
Concrete Mixer, McPhee
Equipment, 6 Mtr Drum, Manual
Gearbox, Air Con, Top Light Bar,
Exhaust Brake, 175,000 Miles
From New, Good Condition.



DAF LF 55.250 2009 (09) Euro
5, RPC, 18 Ton Concrete Mixer,
Hymix 5 Cu Mtr Drum, Rear
Camera, Manual Gearbox, Air Con,
Exhaust Brake, 198,000 Miles,
Excellent Condition.



DAF 105 XF 460 2012 (12) Euro
5, Double Sleeper, 6x2 Rear Lift
Drawbar Outfit, 27' Curtainsider
Prime With 21' Triaxle Trailer,
Both Full Height Tail Lifts, Auto
Gearbox, TV, Fridge, Microwave,
A/C, N/H, 135,000 Miles, Mint.



Scania R440 Highliner 2011 (61)
Euro 5, 6x2 Rear Lift, Drawbar
Spec, New 26' 7" Heavy Duty
Flat Body, 3' Extendable Pull Out,
Loading Eyes, Sleeper, Opticruise
Gearbox, 200,000 Miles, Excellent
Condition.



Scania R440 2011 (11) Euro 5,
6x2 Rear Lift, Drawbar Spec, New
26' Hay / Straw Flat Body, 3 Ft
Extendable Pull Out, 12 x Loading
Eyes, Sleeper, 2 Tool Boxes, Air
Sus, A/C, N/H, 80% Tyres, 300,000
Miles, Excellent Condition.



Scania P310 2009 (09) Sleeper,
6x2 Rear Lift, New 30' Heavy
Duty Flat/Machinery Carrier, 8 x
Loading Eyes, Twin Wheels On
Rear, Manual Box, Half Leather,
Night Heater, Air Con, 298,000
Miles, Excellent Condition.



Scania R480 2009 (09) Sleeper,
6x2 Rear Lift, Full Drawbar Spec,
29' 6" Flat Body Fitted 3 years
Ago, 3 Pedal Opticruise Gearbox,
Super Singles, Air Suspension,
Air Con, Night Heater, Excellent
Condition.



Renault Premium 270 DXI 2009
(59) Privilege Cab, 18 Ton, 20'
9" Curtainsider Body, Barn
Doors, Sleeper, Manual Box, Air
Con, 213,000 Miles, Excellent
Condition, Available With New
Curtains.



Iveco Eurocargo 75E16 2011
(61) Euro 5, 7.5 Ton, 20' 5" Ali
Double Dropside, Wooden Floor,
Removable Posts, Auto Box,
Cruise Control, 3 Seats, Tested
Oct 16, 48,000 Miles Only From
New, Excellent Condition.



Renault Premium Route 460 2011
(11) Privilege Cab, 6x2 Midlift
Axle Tractor Unit, Double Sleeper,
Auto Gearbox, Air Con, Exhaust
Brake, 400,000 Miles, Excellent
Condition.



King STGO CAT 2 2005 4 Axle
Stepframe Low Loader Trailer,
3 Steer & 1 Lift Axle, Manual
Override, Air Susp, 4 Mtr Flip Hyd
Side Ramps, 58 Ton Payload,
Tested June 16, Excellent
Condition.



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2006 06 MERC 815, steel susp, day cab, MoT September 16, 332,000 km, cattle box/horse, movable gate£10,995 + vat



2009 09 SCANIA R420, Hi-line with tipping hyd, 3 pedal Opticruise, 689,000 km£18,500 + vat



1986 FODEN S106, 14 litre Cummins ZF twin split, 6x4, Hendrickson rubber susp, recent o/haul, immac£8,500 + vat



2007 57 MAN 8180, 20ft curtain, steel suspension, day cab, one owner, 500,000 km, genuine tidy truck.£5,750 + vat



2001 51 MERCEDES UNIMOG, fitted 12.5m Sky King man lift 4 wd with cross locks, dif locks, all gd working order.. £12,500 + vat



2007 56 VOLVO FLE240 HP, 18T 26ft sleeper curtain with tailift, 9ft 2in int, tidy, full MoT£8,500 + vat



2005 05 VOLVO FH12 460, 6x2 globe, MANUAL gearbox, clean, tidy truck for year£9,250 + vat



2008 58 DAF 105 460 HP, 6x2 auto, straight, tidy truck£8,500 + vat



2006 06 DAF 85 340, manual gearbox with demount box system£5,500 + vat



2006 06 MAN TGL 8180, 14ft cattle float, centre partition, hyd l/road, air susp, raise & lower, MoT, straight to work.....£7,500 + vat



2006 06 DAF LF 55 180, 14T refuse/bin truck, LEZ, auto, 295,000 km, MOL ECO 22 body, bin lift ..£12,500 + vat



2008 08 VOLVO FH13-440, I-Shift, Feb 2016 MoT, 917,000 km, very clean£11,000 + vat



2011 MAN TGX 26440, auto, tidy truck, Nov 16 MoT£14,500 + vat



2002 SMITZ 13.6 metre triaxle flat on SAF disc brakes, MoT May 16, good tyres £3,000 + vat



2007 07 MERC E 220, manual saloon, Avantgarde rear DVD screens, May 16 MoT, very clean car, half leather£5,000 + vat



2012 12 FORD TRANSIT, ABS, air bags, b/head (full), CD, central locking, dual passenger seat, elect windows, fsh, full side opening.....£7,750 + vat



1995 MERC 2527 6x4, steel susp, h/duty hub reduction, manual pump, manual, 3000 gal whale vacuum tanker, v. clean tidy truck, tank ..£15,000 + vat



2007 57 R420 SCANIA, manual gearbox, tidy truck £14,500 + vat



2011 FORD TRANSIT T260, SWB, 85 psi, one owner, 71,141 miles with fsh, central locking, spare keys, CD£5,595 + vat



2011 FORD TRANSIT T260, SWB, 85 psi, one owner, 71,141 miles with fsh, central locking, spare keys, CD£5,595 + vat



2010 10 MERC 816, day cab twin pass seat, 20ft 6in box, 8ft 10in high t/lift, roller shutter, 6sp man, 263,000 km, v. clean, 1 owner £9,950 + vat



2006 06 DAF 85-340, manual gearbox with demount box system.....£5,500 + vat



2007 57 DAF 85-460, manual, tidy truck, 736,291 km£7,500 + vat



2007 07 DAF 105, Space cab, 6x2, auto, LEZ compliant, 808,422 km£6,500 + vat



2007 07 DAF 105-460, 800,000 km, tidy truck, 6x2 midlift, 605,821 km£7,000 + vat



2008 08 DAF 105-460, Super space, tidy truck, 503,208 km£9,000 + vat

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2010 MAN TGS



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2005 Volvo FH Series



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2007 DAF LF45



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2009 DAF CF65



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2005 DAF CF85



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2001 SDC Flat Bed



£29,750

2010 Renault Kerex



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2009 (09) FTPXF 105.460 SUPER SPACE CAB
Manual Gear Box, Skylights, Engine Brake, Fridge,
Air Horns, Tipping Hydraulics. Has had a full engine
rebuild & recon gear box. 681,000kms. June 16
MOT. **£16,950 plus VAT**



2008 (08) FT CF 85.410 4X2 SPACE CAB Euro 5,
AMK As Tronic, MOT & RPC April 16, 830,000kms,
620L Tanks, Sliders, Air Con. Choice of 2.
£9,950 plus VAT



2011 (11) FA LF 45.160 7490GVW Fitted with a
Solomon Fridge Box Body (4m) Carrier XAR105 600
Fridge, Double Rear Doors, Stanby & Temp Recorder.
June 16 MOT.
£15,950 plus VAT



2011 (11) FTG XF 105.460 SPACE CAB
Sun Visor, Tipping Hydraulics, Fridge etc. May 2016
MOT. 541,000kms.
£22,950 plus VAT



2011 (11) FTG CF 85.460 SPACE CABS
16 Speed Manual, AMK, 525L Tank, Sliders, Twin
Bunks. MOT April/June 2016. 524/610,000kms.
Choice of 2.
£22,950 plus VAT



2009 (09) FTG CF 85.460 SPACE CAB 16 Speed
Manual Gear Box, Twin Bunks, Euro 5 with RPC,
Slider, 525L Tank, Beacon Bar & Cab Working Lamps.
52000kgs Ideal Low Loader Operation. STG0 Cat 2.
MOT Aug 2016. 613,000kms. **£15,950 plus VAT**



FTG XF 105.460 SUPER SPACE CAB
As Tronic, Skylights, Tipping Hyds, Fridge, Storage
Drawer, AMK, 700,000kms. Feb 17 MOT
£19,500 plus VAT



2008 (08) FT XF 460 4X2 SUPER SPACE CAB
RHD, 315/70 Tyres, 1110mm Fifth Wheel, Twin
Tanks, Side Skirts, Manual Gear Box, Alloy Wheels,
Intarder etc. 520,000kms, Nov 16 MOT.
£13,500 plus VAT

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truck.sales@chassis-cab.co.uk

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automatic complete with off-road programme,
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strobes and beacons; new generation Stoneridge
digital tachy and Bluetooth audio system. Mot until
February 2017, full history available upon request;
maintenance completed in-house. Excellent condition, one driver since new. We are selling
due to fleet renewal with another Mercedes Arocs truck, available 2nd March onwards.



YJ13 GBU - Scania R620LA 6x4 Tractor Unit

2013 Scania R620 double drive, High Line cab, euro 5,
parabolic springs, 3 pedal opti-cruise gearbox, retarder, up-
right exhaust, full media package (Bluetooth, sat-nav), leather
seats and trim, single bunk. Can be plated to 150 tonne (i.e.
Jost heavy duty bed), standard jaw kit and 3" jaw kit, central
greasing system. Fit with new generation Stoneridge tachy, one
driver since new, currently has 202159.3km. MOT expiry July
2016, full service history available upon request; maintenance
completed by Scania, Leeds until July 2015 and by in-house
since. Option of stainless steel chain tray, lockable shelved side locker, beacon bar and
beacons. Overall excellent condition, no shoes been worn in cab since day it was new.



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BLOWING IN THE WIND

It's such an ancient combination of element and theory, yet even modern technology can't make it reach its full potential

By Bill Dean

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Sometimes, when driving, it seems as though the UK is infested with Teletubbies. Suddenly every hill seems to have mushroomed a fresh crop of giant white fans. Why don't they paint them with bands of colour; a swirling psychedelic blur to brighten leaden skies? It would be a shoe-in for the Turner prize. Possibly because quite often the country's 5500 highly subsidised bird-mincers don't turn at all. No wind, too much wind. On January 19, with temperatures of -5 degrees C, they only contributed 0.1 per cent of the electric the National Grid needed.

The wind, though unpredictable, has been a power source for over 4000 years. Its first use was on water. Ancient mariners quickly learnt how to set various combinations of sails and make journeys which modern historians are only just discovering. Traces of cocaine and tobacco have been found in Egyptian mummies, and Chinese pottery litters the East coast of Africa. But harnessing the wind on land, other than to dry washing, was slow to catch on. Hero of Alexandria (10-70 AD) set out the

In the West, windmills as we know them – blades mounted on a horizontal shaft – started in the 12th century. The first in the UK was recorded in 1185, overlooking the Humber at Weedley in Yorkshire. A lot of the gearing and clutch technology was copied from the much more common and reliable waterwheels. The problem of varying wind direction was solved by turning the entire structure to face into it; an impressive feat of engineering and balance.

A different solution was tried at Fowler's Mill, Battersea and Hooper's Mill, Margate in the 1700s. They used vertical angled blades connected to a vertical shaft, a waterwheel on its side, which caught every gust. As a power source, the windmill was so useful in flat areas that the Netherlands had over 10,000 of them, mainly for drainage, and the UK about 2000. The first one used to generate electricity was set up by professor James Blyth in 1887. He used it to charge Leyden jars – an early battery – to light his Scottish holiday cottage. The locals considered it the devil's work, and spurned his offer of free connection to his 'grid'.

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basic physics of how to use air, steam or water pressure to produce useful mechanical motion in his book *Pneumatica*. He even made a small steam-driven spinner, *Aeolipile* – though it wasn't until the ninth century that Persians produced the first practical windmills capable of grinding corn or lifting water. These looked like a waterwheel turned on its side, with an enclosing building funnelling the wind to the 'drive' side of the fan. A modern variation is the Flettner ventilator, invented in 1920 by Anton Flettner, used on van and bus roofs to remove stale or contaminated air.

Attempts to use the wind for land transport were hampered by needing an unfenced, flat, grassy landscape to run on and a steady wind blowing in the right direction. But windwagons were made, and did run. The Chinese inventor Gaocang Wushu in 550 AD made one which could move 30 people and cargo across the steppes. Mapmaker Mercator in the 1500s drew pictures of Chinese carriages with masts and sails.

In the American West between 1846 and 1869, over 500,000 emigrants set off west across the prairies. The covered wagons they drove were dubbed 'prairie schooners'; their white canvas covers



looking like sails as they travelled across the waving grass sea. Unfortunately they were very slow, the oxen pulling only managing 15 miles a day. Enterprising wagon drivers in Kansas fitted sails to light (350 lb) carts, which had a carrying bed of 8 ft by 3 ft and skimmed over the prairie at speeds up to 30 mph. One entrepreneur, Windwagon Thomas, set up the Prairie Clipper Company with help from investors, proposing a regular service on a massive 80 ft long cart.

Unfortunately, on its maiden 'voyage', because wheel bearings and shock absorbers were yet to be invented, it couldn't cope with the speed, the hubs caught fire and the steering vibrated to pieces. The crew jumped over the side, leaving Thomas hanging on. It crashed many miles later in the desert and its captain limped home to face the angry money men. But a worse fate befell Samuel Peppard in 1860 – his windwagon had nearly reached its destination in Colorado when it was lifted high in the air by a twister and fell, smashing it to pieces.

The arrival of the railway put paid to any further sail-powered wagons, but not the idea itself. The sand yacht, running on a flat beach, was first used by Simon Stevin in 1600 at Flanders, but it was Louis Blériot in the 1900s who turned it into a sport. When it was too windy to fly, he would wheel out his 'aéroplage' onto Calais beach and frighten the seagulls. Modern sand yachts are high-tech, high-speed adrenaline machines. The *Greenbird* hit 126 mph in 2009. There's even a sail-powered hybrid bike, the Whike, which is legal on British roads.

But more interesting are attempts to use a wind-powered turbine to provide direct drive to a vehicle's axle. Unlike a sail, there's no need to tack. Every August in the Netherlands, the Aeolus race is held for experimental machines. The current benchmark is 7 mph into a 10 mph headwind.

At least it's a start. ■



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